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## 1985 OPERATING BUDGET

### Major Assumptions

#### Inflation

The 1985 Operating Budget is prepared on the basis that inflation as measured by the consumer price index will average 6% above 1984 levels. This rate is in line with forecasts of inflation prepared by leading economic and financial institutions. A partial list of these forecasts is shown below.

SOURCE/DATE	ANNUAL INFLATION IN CPI	
	<u>1984</u>	<u>1985</u>
Chase Econometrics/ May 4, 1984	4.7%	5.5%
Citicorp Information Services*	5.2%	6.8%
UCLA Business Forecast*	4.9%	5.8%
Fortune Magazine's 18 month Forecast/July 9, 1984	5.5%	6.7%

\*Source: Equant Economic Indicators, Blue Chip Indicators, 5/10/84.

The 6% inflation rate has been incorporated into all SBD forecasts except where other growth rates are anticipated. In general, labor costs have been projected to rise at a rate less than 6% due to the nature of the present .35 C.O.L.A. still in effect at the major carriers. Further higher rates of growth are expected in the areas of utilities and health insurance. Carrier input indicates that health insurance premiums could rise by as much as 15%.

#### Ridership/Revenue

The 1985 Budget is based on a 3% increase in base ridership exclusive of service expansion. Present ridership growth of 16% over 1984 levels is largely the result of selective, highly productive service expansion during 1983 and 1984. It is not anticipated that the 1985 New Service Program will be as productive, however as a result of both fixed route and paratransit service expansion in 1985 the SBD expects nearly a 6% increase in overall operating revenue from 1984. It is worth noting that any delay in implementing the paratransit service expansion program would have a detrimental effect on the Divisions total operating revenue and recovery rate.

## Labor

During 1985 the Bus Division will face the expiration of five carrier labor agreements. The Proposed 1985 Budget assumes a status quo settlement with no increase in labor expense over the present contracts. The following list identifies these contract expirations.

<u>CARRIER</u>	<u>LABOR CONTRACT EXPIRES</u>
Joliet	4/03/85
Nortran	8/15/85
Oak Lawn*	12/31/84
Waukegan	6/30/85
West Towns	12/31/85

\*The Oak Lawn agreement actually expires in 1984, however, the settlement will effect 1985 labor expense.

## General

Carrier and SBD managerial input regarding expense requirements were given priority to general inflation and revenue assumptions, however the SBD Budget Staff weighed these inputs in regards to the overall goal of the Division and made adjustments where appropriate. The Proposed 1985 Budget represents a delicate balance between farebox revenue, RTA funding and Suburban Bus needs.

PROPOSED 1985 OPERATING BUDGET SUMMARY  
AND RECOVERY RATE DETERMINATION  
 (000's)

	<u>REVENUE</u>	<u>EXPENSE</u>	<u>DEFICIT</u>
Funded Carriers	\$13,764	\$39,347	\$25,583
Contract Carriers	1,450	4,500	3,050
Paratransit	2,329	4,994	2,665
Administration	-	8,500	8,500
Centralized Support	-	3,250	3,250
Fuel	-	4,000	4,000
Insurance	<u>-</u>	<u>1,104</u>	<u>1,104</u>
 TOTAL	 <u>\$17,543</u>	 <u>\$65,695</u>	 <u>\$48,152</u>
Recovery Rate			26.70%

1985 CONTRACTED BUS SERVICES COSTS

<u>COMMUNITY OR SERVICE</u>	<u>CONTRACTOR</u>	<u>FY85 CONTRACT AMOUNT</u>
Addison, Villa Park (Rts. 700,702,703)	Westway Coach	\$ 170,000
Arlington Heights, Rolling Meadows, Mount Prospect, Roselle, Schaumburg and Palatine (Rts. 695,697; 693,698,720,721, 722,723)	Westway Coach	730,000
Bolingbrook, Woodridge, Lisle (Rts. 821-829)	Commuter Bus System (CBS)	529,000
Burr Ridge, Hinsdale (Rt. 666)*	Valley Transit	29,000
Country Club Hills, Chicago Heights Flossmoor (Rts. 750, 751)	Art's Transportation	57,000
Darien, Willowbrook, Clarendon Hills (Rts. 663-665)	DuPage Motor	87,000
Elk Grove, Mount Prospect, Schaumburg (Rt. 405)	Our Town Bus	167,000
Elmhurst (Rts. 641-646,641A)	CBS	195,000
Geneva (Rt. 815)	CBS	62,000
Glendale Heights (Rts. 653,655,657)	CBS	158,000
Indianhead Park, Western Springs (Rt. 669)	Our Town Bus	31,000
Lake Zurich, Wauconda, Barrington (Rts. 725,726, 728)	Scholastic Transit	87,000
Lombard (Rts. 672,674)	Commuter Bus	66,000
Matteson (Rt. 753)	Gresham	23,000
Bloomington, Roselle (Rt. 407)	Commuter Bus System (CBS)	38,000
Northbrook (Rts. 621,622)	Scholastic Transit	76,000
Oak Forest (Rt. 740)	Gresham	23,000
Orland Park (Rt. 835)	O'Hare Express	495,000
Schaumburg, Hoffman Estates (Rts. 601-605)	CBS	211,000
Westmont, Wheaton, Winfield and Carol Stream (Rts. 661-662,708-713,706-707,715)	CBS	660,000
Woodstock, McHenry, Crystal Lake and Harvard (Rts. 806-809,805)	Worts Transit	606,000
TOTAL		\$4,500,000

\*These services are scheduled to start 10/15/84.

SRD 1985 PARATRANSIT PROGRAM BUDGET  
BY FUNDING SOURCE FOR PARATRANSIT GRANT RECIPIENTS

<u>Operating Services</u>	<u>SRD Subsidy</u>	<u>Fare Revenue</u>	<u>Local Share</u>	<u>Total Cost</u>
Addison Township	\$ 32,553	\$ 16,940	\$ 11,007	\$ 60,500
Aurora Township	58,516	41,086	24,180	123,782
Avon Township	37,200	13,400	12,900	63,500
Bensenville	122,777	37,736	48,136	209,649
Bloomington Township	34,000	7,280	20,220	61,500
Bolingbrook	20,168	9,200	6,426	35,794
Crestwood	24,640	6,785	7,545	38,970
Crystal Lake	172,642	51,170	57,547	281,359
Deerfield	2,931	1,320	1,000	5,251
Deerfield Township	45,993	13,800	15,700	75,493
DuPage County	51,088	21,000	42,912	115,000
Elgin	61,563	16,880	20,852	99,295
Elk Grove Township (PRC) <sup>1</sup>	75,000	53,000	96,700	224,700
Evanston/Skokie	40,000	16,016	31,900	87,916
Forest Park	20,265	5,408	8,127	33,800
Frankfort Township	12,751	3,492	4,764	22,007
Franklin Park	16,753	3,450	27,797	48,000
Harvard	40,000	18,738	13,330	72,068
Joliet/HFPT <sup>2</sup>	200,000	130,800	59,200	390,000
Lake Villa Township	10,000	2,050	11,450	23,500
Libertyville	29,478	23,254	10,118	62,850
Marengo	39,758	9,116	16,239	65,113
McHenry Township	37,389	5,208	15,271	57,868
Milton Township	15,432	2,650	12,293	30,375
Mount Prospect	17,970	15,900	5,880	39,750
Mundelein Township	30,904	3,800	13,236	47,940
Palatine Township	51,422	23,523	26,490	101,435
Park Forest	107,120	47,609	35,707	190,436
Proviso Township (Bellwood)	52,250	13,825	32,625	98,700
River Grove	17,000	8,070	5,830	30,900
St. Charles/Geneva Township	25,689	9,779	9,600	45,068
Schaumburg	155,000	47,207	60,060	262,267
Waukegan Township	53,007	9,700	42,293	105,000
Woodstock	49,600	14,517	16,533	80,650
Totals	1,762,859	703,709	823,868	3,290,436
% of Total	50	28	22	100

<sup>1</sup>(PRC): Paratransit Resource Center;

<sup>2</sup>(HFPT): Handicapped and Elderly Transit

SBD FY85 PARATRANSIT PROGRAM BUDGET  
BY FUNDING SOURCE FOR CURRENT PARATRANSIT VEHICLE LEASE SERVICES

<u>Vehicle Lease Service</u>	<u>SBD Subsidy</u>	<u>Fare Revenue</u>	<u>Local Share</u>	<u>Total Cost</u>
Bloom Township	\$ 33,500	\$ 14,768	\$ 20,472	\$ 68,740
Bremen Township	13,263	6,719	8,103	28,085
Calumet Township	7,350	3,890	4,488	15,728
Ela Township	9,250	4,006	16,958	30,214
Lemont Township	1,833	950	8,769	11,552
Lyons Township	23,542	10,194	30,065	63,801
Norridge	13,710	9,907	8,373	31,990
Oak Park Township	11,667	5,052	10,579	27,298
Orland Park	14,625	7,994	8,928	31,547
Palos Hills	10,437	4,738	6,375	21,550
Peotone	10,100	5,237	3,173	18,510
Rich Township	13,750	5,954	11,149	30,853
River Forest Township	4,333	1,876	11,095	17,304
Romeoville	8,667	3,753	7,574	19,994
Stickney Township	24,825	11,908	15,163	51,896
Thornton Township	34,445	14,918	33,578	82,941
Tinley Park	6,667	2,886	9,551	19,104
Vernon Township	6,667	3,556	14,437	24,660
Wayne Township	4,500	2,333	20,050	26,883
Worth Township	16,542	7,164	42,476	66,182
<hr/>				
Totals	\$269,673	\$127,803	\$291,356	\$688,832
<hr/>				
% of Total	39	19	42	

SRD FY25 PARATRANSIT PROGRAM BUDGET  
BY FUNDING SOURCE FOR PROGRAMMED SERVICES

<u>Service</u>	<u>SRD Subsidy</u>	<u>Fare Revenue</u>	<u>Local Share</u>	<u>Total Cost</u>
<u>Cook County</u>				
Northwest County	\$ 85,000	\$ 20,000	\$ 28,330	\$133,330
Northfield/New Trier	12,750	3,000	4,250	20,000
Hales	10,400	6,500	14,400	31,300
Leyden Township	19,125	4,500	6,375	30,000
Elmwood Park	19,125	4,500	6,375	30,000
Norwood Park Township	4,781	1,125	1,594	7,500
Berwyn/Cicero Township	4,781	1,125	1,594	7,500
West/SW County	170,000	59,500	110,500	340,000
<u>DuPage County</u>				
Naperville	13,000	3,000	5,000	21,000
Winfield Township	6,375	750	2,125	9,250
York Township	6,375	750	2,125	9,250
Downers Grove Township	6,375	750	2,125	9,250
<u>Kane County</u>				
Batavia Township	20,625	4,500	6,870	31,995
Dundee Township	20,136	3,542	6,712	30,390
Countywide	6,375	1,500	2,125	10,000
<u>Lake County</u>				
Fox Lake	7,658	4,790	2,550	14,998
Grant Township	13,406	2,166	4,468	20,040
Zion Township	19,187	3,583	6,395	29,165
Countywide	21,250	5,000	7,055	33,305
<u>McHenry County</u>				
Algonquin	48,750	4,875	16,275	69,900
<u>Will County</u>				
West/SW County	12,597	2,984	4,200	19,761
New Lenox	3,729	877	1,243	5,849
<hr/>				
Totals	\$531,800	\$139,297	\$242,686	\$913,783
<hr/>				
% of Total	63	14	23	100

## 1985 Bus Carrier Budget

The core of the Suburban Bus Division's operating budget, is based on the operations of its 14 funded carriers. SBD is the sole source of funding for these transit operations. In addition to direct financial support, SBD provides other direct support through its centralized purchasing and administrative programs.

The budgets contained on the following pages, were developed thru a joint effort between SBD and carrier staff. The carrier budget proposal was carefully reviewed by SBD staff and where necessary, changes were recommended. These changes were made in order to accomplish the cost containment measures necessary for SBD to balance its budget, based on the \$48.2 million funding limit set by the RTA. In total, \$2.6 million was eliminated from the carrier proposals. These reductions were discussed with the carriers and a general sense of agreement was reached with the SBD staff recommendations.

The following pages present, the carrier proposals, as well as the staff recommended budgets. Any changes are footnoted and briefly explained. In addition, a brief statistical description of each operation is provided.

1985 PROPOSED SUBURBAN BUS CARRIER BUDGETS  
FOR THE TWELVE MONTHS ENDING 12/31/85

The following estimates outline the revenue and expense budgets for the suburban bus carriers that have financial assistance agreements with SBD.

<u>CARRIER</u>	<u>REVENUE</u>	<u>EXPENSE</u>	<u>DEFICIT</u>
Anderson	\$ 441,800	\$ 1,666,100	\$ 1,224,300
Elgin	636,200	1,824,500	1,188,300
Greenfield	54,200	192,000	137,800
Harvey	2,339,900	5,770,900	3,431,000
Highland Park	116,800	420,200	303,400
Indian	529,300	2,332,300	1,803,000
Madison Park	25,000	70,000	45,000
Niles	175,700	611,100	435,400
Niles	187,100	396,300	209,200
NORTON	3,870,900	9,937,200	6,066,300
Oak Lawn	837,500	2,512,800	1,675,300
Markegan	587,800	2,126,700	1,538,900
West Town	3,326,900	9,304,200	5,977,300
Wilmette	<u>454,700</u>	<u>802,800</u>	<u>348,100</u>
Sub-Total	\$13,583,800	\$37,967,100	\$24,383,300
Provision for Added Services	<u>180,000</u>	<u>1,380,000</u>	<u>1,200,000</u>
TOTAL	<u>\$13,763,800</u>	<u>\$39,347,100</u>	<u>\$25,583,300</u>

# CARRIER BUDGET SUMMARY 1985

	1983 ACTUAL (JAN-DEC)	PROJECTED RESULTS 1984	CARRIER PROPOSED 1985	STAFF RECOMMENDED 1985	NOTES
<hr/>					
REVENUES					
PASSENGER REVENUES	\$ 353,442	\$ 412,198	\$ 417,000	\$ 439,440	1
OTHER REVENUES	\$ 2,889	\$ 9,744	\$ 2,000	\$ 2,000	
	<hr/>	<hr/>	<hr/>	<hr/>	
TOTAL REVENUES	\$ 356,331	\$ 421,942	\$ 419,000	\$ 441,440	
<hr/>					
OPERATIONS EXPENSE					
LABOR	\$ 722,430	\$ 705,984	\$ 899,550	\$ 828,275	2
FRINGE BENEFITS	\$ 241,168	\$ 300,823	\$ 349,040	\$ 319,195	
PARTS/SUPPLIES	\$ 3,821	\$ 1,298	\$ 3,410	\$ 1,200	3
	<hr/>	<hr/>	<hr/>	<hr/>	
SUB-TOTAL	\$ 967,419	\$ 1,008,105	\$ 1,252,000	\$ 1,148,670	
<hr/>					
MAINTENANCE EXPENSE					
LABOR	\$ 142,877	\$ 143,650	\$ 187,440	\$ 187,440	
FRINGE BENEFITS	\$ 55,652	\$ 80,912	\$ 75,460	\$ 69,741	3
SERVICES	\$ 44,305	\$ 28,381	\$ 57,600	\$ 23,040	4
PARTS/SUPPLIES	\$ 101,176	\$ 90,644	\$ 104,700	\$ 96,800	3
OTHER	\$ 0	\$ 0	\$ 1,000	\$ 0	3
	<hr/>	<hr/>	<hr/>	<hr/>	
SUB-TOTAL	\$ 347,010	\$ 343,587	\$ 426,200	\$ 377,041	
<hr/>					
NON-VEHICLE MAINT. EXPENSE					
SERVICES	\$ 12,828	\$ 15,639	\$ 50,200	\$ 15,200	3
PARTS/SUPPLIES	\$ 16,476	\$ 9,480	\$ 4,500	\$ 4,500	
	<hr/>	<hr/>	<hr/>	<hr/>	
SUB-TOTAL	\$ 29,304	\$ 25,119	\$ 54,700	\$ 19,700	
<hr/>					
GENERAL ADMINISTRATION EXPENSE					
LABOR	\$ 67,272	\$ 67,238	\$ 25,140	\$ 25,140	
FRINGE BENEFITS	\$ 17,638	\$ 24,284	\$ 8,920	\$ 8,920	
SERVICES	\$ 49,268	\$ 49,793	\$ 50,500	\$ 50,500	
PARTS/SUPPLIES	\$ 2,066	\$ 3,080	\$ 2,970	\$ 2,970	
UTILITIES	\$ 15,477	\$ 29,136	\$ 28,600	\$ 28,600	
OTHER	\$ 1,707	\$ 25,572	\$ 4,530	\$ 4,530	
	<hr/>	<hr/>	<hr/>	<hr/>	
SUB-TOTAL	\$ 153,428	\$ 199,103	\$ 120,660	\$ 120,660	
<hr/>					
TOTAL EXPENSE	\$ 1,497,161	\$ 1,575,913	\$ 1,853,560	\$ 1,669,071	
	<hr/>	<hr/>	<hr/>	<hr/>	
DEFICIT	\$ 1,140,830	\$ 1,153,971	\$ 1,434,560	\$ 1,227,631	
	<hr/>	<hr/>	<hr/>	<hr/>	
RECOVERY RATE	.2380	.2677	.2260	.2671	

AURORA

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Passenger revenues have been adjusted to reflect staff's higher forecast of ridership.
- 2) Operations labor has been reduced to reflect the staff estimate of labor hours. Additionally a position reclassification from administration to operations was performed. Corresponding fringe benefits were reduced to reflect the lower labor cost.
- 3) These areas were adjusted to reflect a more reasonable rate of increase. Fringe benefit costs were reduced to a 15% maximum increase in health insurance. The carrier also budgeted for a substantial amount (\$35,000) in building repairs and improvements. It is anticipated that these repairs could be accomplished with capital funds.
- 4) Maintenance services have been adjusted to reflect the centralized engine rebuilding program. These costs have been included in the centralized support budget.

## CITY OF AURORA

## OPERATING DATA

FY '85  
(PROJECTED)

Total Vehicle Miles: 766,165

Total Vehicle Hours: 59,966

Ridership: 1,502,700

Peak Period Vehicle Requirements: 16

## Personnel Requirements:

Operations 42.50

Maintenance 9

Non Vehicle Maintenance 0

General Administration 1

Total 52.50

Fare Structure

Full Fare .50

Reduce Fare .25

Universal Transfer .40

Reduced Universal Transfer .20

## CARRIER BUDGET SUMMARY 1985

	1983 ACTUAL (JAN-DEC)	PROJECTED RESULTS 1984	CARRIER PROPOSED 1985	STAFF RECOMMENDED 1985	NOTES
<b>REVENUES</b>					
PASSENGER REVENUES	\$ 500,209	\$ 551,093	\$ 555,425	\$ 565,450	1
OTHER REVENUES	\$ 31,645	\$ 71,813	\$ 70,770	\$ 70,770	
<b>TOTAL REVENUES</b>	<b>\$ 531,854</b>	<b>\$ 622,906</b>	<b>\$ 626,195</b>	<b>\$ 636,220</b>	
<b>OPERATIONS EXPENSE</b>					
LABOR	\$ 750,706	\$ 739,765	\$ 778,514	\$ 775,269	2
FRINGE BENEFITS	\$ 285,747	\$ 307,355	\$ 339,794	\$ 338,580	
SERVICES	\$ 98	\$ 0	\$ 0	\$ 0	
OTHER	\$ 5,791	\$ 6,223	\$ 3,600	\$ 3,600	
<b>SUB-TOTAL</b>	<b>\$ 1,042,342</b>	<b>\$ 1,053,343</b>	<b>\$ 1,121,908</b>	<b>\$ 1,117,449</b>	
<b>MAINTENANCE EXPENSE</b>					
LABOR	\$ 145,765	\$ 170,446	\$ 171,627	\$ 171,627	
FRINGE BENEFITS	\$ 65,996	\$ 86,473	\$ 93,547	\$ 93,547	
SERVICES	\$ 130,137	\$ 112,355	\$ 132,700	\$ 74,600	3
PARTS/SUPPLIES	\$ 122,294	\$ 129,468	\$ 131,775	\$ 131,775	
OTHER	\$ 0	\$ 11,317	\$ 10,815	\$ 10,815	
<b>SUB-TOTAL</b>	<b>\$ 464,192</b>	<b>\$ 510,059</b>	<b>\$ 540,064</b>	<b>\$ 482,364</b>	
<b>NON-VEHICLE MAINT. EXPENSE</b>					
FRINGE BENEFITS	\$ 0	\$ 1,101	\$ 0	\$ 0	
SERVICES	\$ 18,161	\$ 16,092	\$ 17,000	\$ 17,000	
PARTS/SUPPLIES	\$ 7	\$ 1,666	\$ 375	\$ 375	
OTHER	\$ 698	\$ 501	\$ 4,200	\$ 4,200	
<b>SUB-TOTAL</b>	<b>\$ 18,866</b>	<b>\$ 19,360</b>	<b>\$ 21,575</b>	<b>\$ 21,575</b>	
<b>GENERAL ADMINISTRATION EXPENSE</b>					
LABOR	\$ 50,129	\$ 51,207	\$ 58,404	\$ 58,404	
FRINGE BENEFITS	\$ 20,183	\$ 18,895	\$ 19,258	\$ 19,258	
SERVICES	\$ 50,613	\$ 52,438	\$ 55,240	\$ 55,240	
PARTS/SUPPLIES	\$ 4,506	\$ 2,073	\$ 2,855	\$ 2,855	
UTILITIES	\$ 26,575	\$ 29,729	\$ 30,830	\$ 30,830	
OTHER	\$ 13,539	\$ 15,320	\$ 37,007	\$ 36,507	
<b>SUB-TOTAL</b>	<b>\$ 165,145</b>	<b>\$ 169,662</b>	<b>\$ 203,594</b>	<b>\$ 203,094</b>	
<b>TOTAL EXPENSE</b>	<b>\$ 1,690,945</b>	<b>\$ 1,752,424</b>	<b>\$ 1,887,141</b>	<b>\$ 1,824,482</b>	
<b>DEFICIT</b>	<b>\$ 1,159,095</b>	<b>\$ 1,129,518</b>	<b>\$ 1,260,946</b>	<b>\$ 1,198,262</b>	
<b>RECOVERY RATE</b>	<b>.3145</b>	<b>.3554</b>	<b>.3318</b>	<b>.3487</b>	

## ELGIN

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Passenger revenues have been increased to reflect staff's higher forecast of increased ridership.
- 2) Operations labor has been adjusted to reflect the staff estimate of labor hours.
- 3) Maintenance services have been adjusted to reflect the centralized engine rebuilding program. These costs have been included in the centralized support budget.

# CITY OF ELGIN

## OPERATING DATA

	FY '85 <u>(PROJECTED)</u>
Total Vehicle Miles:	880,448
Total Vehicle Hours:	62,596.4
Ridership:	2,027,650
Peak Period Vehicle Requirements:	17
Personnel Requirements:	
Operations	38
Maintenance	7.5
Non Vehicle Maintenance	0
General Administration	<u>2.5</u>
Total	48.0

<u>Fare Structure</u>	(KL)	(KT)
Full Fare	.50	.80
Reduce Fare	.25	.40
Universal Transfer	.40	.10
Reduced Universal Transfer	.20	.05

KL - Local  
KT - Non Local

## CARRIER BUDGET SUMMARY 1985

	1983 ACTUAL (JAN-DEC)	PROJECTED RESULTS 1984	CARRIER PROPOSED 1985	STAFF RECOMMENDED 1985	NOTES
	-----	-----	-----	-----	
REVENUES					
PASSENGER REVENUES	\$ 56,407	\$ 53,710	\$ 63,500	\$ 60,675	1
OTHER REVENUES	\$ 4,192	\$ 4,704	\$ 3,500	\$ 3,500	
	-----	-----	-----	-----	
TOTAL REVENUES	\$ 60,599	\$ 58,414	\$ 67,400	\$ 64,175	
OPERATIONS EXPENSE					
OTHER	\$ 138,773	\$ 147,157	\$ 152,462	\$ 152,462	
	-----	-----	-----	-----	
SUB-TOTAL	\$ 138,773	\$ 147,157	\$ 152,462	\$ 152,462	
GENERAL ADMINISTRATION EXPENSE					
LABOR	\$ 22,218	\$ 22,159	\$ 25,912	\$ 25,912	
FRINGE BENEFITS	\$ 2,591	\$ 2,807	\$ 3,948	\$ 3,529	2
SERVICES	\$ 2,792	\$ 6,778	\$ 8,100	\$ 8,100	
PARTS/SUPPLIES	\$ 686	\$ 2,538	\$ 2,000	\$ 2,000	
UTILITIES	\$ 0	\$ 0	\$ 1,000	\$ 0	3
OTHER	\$ 1,400	\$ 0	\$ 1,400	\$ 0	4
	-----	-----	-----	-----	
SUB-TOTAL	\$ 29,687	\$ 34,282	\$ 42,760	\$ 39,541	
TOTAL EXPENSE					
	\$ 168,460	\$ 181,439	\$ 194,822	\$ 192,003	
	-----	-----	-----	-----	
DEFICIT	\$ 107,861	\$ 123,025	\$ 127,402	\$ 137,828	
	=====	=====	=====	=====	
RECOVERY RATE	.3597	.3219	.3460	.2821	

## GLEN ELLYN

The Village of Glen Ellyn contracts directly with DuPage Motor Coach a private transportation company. The expense shown under operations expense represents the cost of this contract. Expenses in the general administration area are those incurred by the Village's service supervision, and ticket sales operation. The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Ridership has decreased 4.8% between July'83-June'84 and the previous twelve months. The staff recommendation does not anticipate an increase in ridership, but a continuation of the present trend.
- 2) Fringe benefits have been adjusted to allow for a moderate rate of increase.
- 3) It is staff's opinion, that there is no need for expenses in this area due to the nature of the carriers operation.
- 4) The carriers request for insurance coverage appears unnecessary.

# VILLAGE OF GLEN ELLYN

## OPERATING DATA

1985  
(PROJECTED)

Total Vehicle Miles:

N/A

Total Vehicle Hours:

N/A

Ridership:

85,600

Peak Period Vehicle Requirements:

N/A

Personnel Requirements:

Operations

N/A

Maintenance

N/A

Non Vehicle Maintenance

N/A

General Administration

1.5

Total

1.50

### Fare Structure

Full Fare .60

Reduce Fare .25

Universal Transfer .40

Reduced Universal Transfer .25

CARRIER BUDGET SUMMARY 1985

	1983 ACTUAL (JAN-DEC)	PROJECTED RESULTS 1984	CARRIER PROPOSED 1985	STAFF RECOMMENDED 1985	NOTES
<hr/>					
REVENUES					
PERSONNEL REVENUE	\$ 1,926,294	\$ 2,222,238	\$ 2,316,017	\$ 2,316,017	
OTHER REVENUES	\$ 7,673	\$ 21,237	\$ 23,866	\$ 23,866	
<hr/>					
TOTAL REVENUES	\$ 1,933,967	\$ 2,243,475	\$ 2,339,883	\$ 2,339,883	
<hr/>					
OPERATIONS EXPENSE					
LABOR	\$ 2,070,972	\$ 2,386,630	\$ 2,451,078	\$ 2,431,414	1
FRINGE BENEFITS	\$ 529,692	\$ 1,088,489	\$ 1,278,984	\$ 948,878	1
SERVICES	\$ 0	\$ 0	\$ 18,180	\$ 18,180	
PARTS/SUPPLIES	\$ 29,457	\$ 10,114	\$ 17,000	\$ 12,000	3
OTHER	\$ 8,871	\$ 3,213	\$ 10,980	\$ 10,980	
<hr/>					
SUB-TOTAL	\$ 3,038,982	\$ 3,488,446	\$ 3,776,222	\$ 3,421,452	
<hr/>					
MAINTENANCE EXPENSE					
LABOR	\$ 840,810	\$ 867,381	\$ 914,703	\$ 914,703	
FRINGE BENEFITS	\$ 378,116	\$ 408,958	\$ 462,909	\$ 347,805	1
SERVICES	\$ 57,227	\$ 21,857	\$ 170,280	\$ 35,290	2
PARTS/SUPPLIES	\$ 387,931	\$ 375,758	\$ 325,000	\$ 325,000	
OTHER	\$ 818	\$ 625	\$ 1,000	\$ 1,000	
<hr/>					
SUB-TOTAL	\$ 1,664,902	\$ 1,674,579	\$ 1,873,892	\$ 1,623,788	
<hr/>					
NON-VEHICLE MAINT. EXPENSE					
LABOR	\$ 55,927	\$ 46,014	\$ 0	\$ 0	
FRINGE BENEFITS	\$ 24,914	\$ 21,604	\$ 0	\$ 0	
SERVICES	\$ 55,684	\$ 15,435	\$ 60,000	\$ 35,000	3
PARTS/SUPPLIES	\$ 33,505	\$ 55,429	\$ 25,000	\$ 10,000	3
OTHER	\$ 8,051	\$ 4,066	\$ 7,000	\$ 7,000	
<hr/>					
SUB-TOTAL	\$ 178,081	\$ 142,548	\$ 92,000	\$ 52,000	
<hr/>					
GENERAL ADMINISTRATION EXPENSE					
LABOR	\$ 174,368	\$ 105,180	\$ 212,042	\$ 212,042	
FRINGE BENEFITS	\$ 76,015	\$ 49,327	\$ 99,184	\$ 69,747	1
SERVICES	\$ 96,952	\$ 123,361	\$ 138,745	\$ 131,745	3
PARTS/SUPPLIES	\$ 12,392	\$ 22,823	\$ 10,000	\$ 10,000	
UTILITIES	\$ 154,778	\$ 192,015	\$ 230,200	\$ 230,000	
OTHER	\$ 98,555	\$ 14,230	\$ 26,875	\$ 20,125	3
<hr/>					
SUB-TOTAL	\$ 613,050	\$ 506,936	\$ 716,046	\$ 673,659	
<hr/>					
TOTAL EXPENSE	\$ 5,495,015	\$ 5,812,509	\$ 6,458,160	\$ 5,770,899	
<hr/>					
DEFICIT	\$ 3,561,048	\$ 3,569,034	\$ 4,118,277	\$ 3,431,016	
<hr/>					
RECOVERY RATE	.3519	.3859	.3623	.4054	

HARVEY

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Adjustments to operations and maintenance labor and fringe benefits reflect the cost savings associated with the new labor agreement.
- 2) Maintenance services have been adjusted to reflect the centralized engine rebuilding program. These costs are included in the centralized support budget.
- 3) These areas were adjusted to reflect staff's estimated requirement. The carriers anticipated cost for building repairs and supplies was reduced. In the event additional expenses are incurred the SBD could provide direct support thru the centralized operating budget.

# TRANSIT MANAGEMENT OF HARVEY

## OPERATING DATA

	FY '85 (PROJECTED)
Total Vehicle Miles:	2,640,000
Total Vehicle Hours:	168,391
Ridership:	5,077,600
Peak Period Vehicle Requirements:	53
Personnel Requirements:	
Operations	98
Maintenance	40
Non Vehicle Maintenance	0
General Administration	<u>10</u>
Total	148

<u>Fare Structure</u>	(R)	(L)
Full Fare	.90	.60
Reduce Fare	.40	.25
Universal Transfer	.10	.40
Reduced Universal Transfer	.10	.25

R = Regular Intercommunity Routes

L = Local Suburban and Commuter Rail Feeders

## CARRIER BUDGET SUMMARY 1985

	1983 ACTUAL (JAN-DEC)	PROJECTED RESULTS 1984	CARRIER PROPOSED 1985	STAFF RECOMMENDED 1985	NOTES
	-----	-----	-----	-----	
REVENUES					
PASSENGER REVENUES	\$ 110,113	\$ 96,378	\$ 112,668	\$ 112,668	
OTHER REVENUES	\$ 6,124	\$ 6,394	\$ 4,103	\$ 4,103	
	-----	-----	-----	-----	
TOTAL REVENUES	\$ 116,237	\$ 102,772	\$ 116,771	\$ 116,771	
OPERATIONS EXPENSE					
LABOR	\$ 165,903	\$ 178,824	\$ 201,798	\$ 201,798	
FRINGE BENEFITS	\$ 32,965	\$ 41,847	\$ 44,479	\$ 44,479	
PARTS/SUPPLIES	\$ 4,688	\$ 4,235	\$ 5,525	\$ 5,525	
OTHER	\$ 739	\$ 1,111	\$ 205	\$ 205	
	-----	-----	-----	-----	
SUB-TOTAL	\$ 204,295	\$ 226,017	\$ 252,007	\$ 252,007	
MAINTENANCE EXPENSE					
LABOR	\$ 30,267	\$ 37,486	\$ 34,952	\$ 34,952	
FRINGE BENEFITS	\$ 9,268	\$ 13,687	\$ 13,090	\$ 13,090	
SERVICES	\$ 1,493	\$ 6,201	\$ 4,250	\$ 4,250	
PARTS/SUPPLIES	\$ 19,679	\$ 33,974	\$ 21,325	\$ 26,325	1
OTHER	\$ 17,128	\$ 20,570	\$ 18,629	\$ 18,629	
	-----	-----	-----	-----	
SUB-TOTAL	\$ 77,835	\$ 111,918	\$ 92,256	\$ 97,256	
GENERAL ADMINISTRATION EXPENSE					
LABOR	\$ 34,167	\$ 40,605	\$ 46,531	\$ 46,531	
FRINGE BENEFITS	\$ 9,855	\$ 15,528	\$ 16,511	\$ 16,511	
SERVICES	\$ 3,521	\$ 4,370	\$ 3,000	\$ 3,000	
PARTS/SUPPLIES	\$ 222	\$ 330	\$ 500	\$ 500	
UTILITIES	\$ 933	\$ 772	\$ 825	\$ 825	
OTHER	\$ 2,982	\$ 2,997	\$ 3,560	\$ 3,560	
	-----	-----	-----	-----	
SUB-TOTAL	\$ 51,680	\$ 64,602	\$ 70,927	\$ 70,927	
TOTAL EXPENSE					
	\$ 333,810	\$ 402,537	\$ 415,190	\$ 420,190	
DEFICIT					
	\$ 217,573	\$ 299,765	\$ 298,419	\$ 303,419	
=====					
RECOVERY RATE	.3482	.2553	.2812	.2779	

## HIGHLAND PARK

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Maintenance parts/supplies have been increased to reflect staff's forecast of spending levels.

# CITY OF HIGHLAND PARK

## OPERATING DATA

FY '85  
(PROJECTED)

Total Vehicle Miles: 214,921

Total Vehicle Hours: 15,786

Ridership: 257,609

Peak Period Vehicle Requirements: 4

Personnel Requirements:	
Operations	3.5
Maintenance	1.5
Non Vehicle Maintenance	0
General Administration	2
Total	12

<u>Fare Structure</u>	
Full Fare	.60
Reduce Fare	.25
Universal Transfer	.40
Reduced Universal Transfer	.25

COMPARATIVE FINANCIAL STATEMENTS, 1993

	1993 ACTUAL (UNAUDITED)	1993 REVENUE 1993	1993 EXPENSE 1993	1993 NET REVENUE 1993
<b>REVENUE</b>				
OPERATING REVENUE	\$ 392,422	\$ 422,436	\$ 529,348	\$ 529,348
OTHER REVENUE	\$ 14,321	\$ 14,321	\$ 14,321	\$ 14,321
<b>TOTAL REVENUES</b>	<b>\$ 406,743</b>	<b>\$ 436,757</b>	<b>\$ 543,669</b>	<b>\$ 543,669</b>
<b>OPERATING EXPENSE</b>				
LABOR	\$ 822,522	\$ 1,009,382	\$ 991,786	\$ 1,031,786
FRINGE BENEFITS	\$ 312,509	\$ 386,258	\$ 388,176	\$ 390,976
SERVICES	\$ 0	\$ 0	\$ 2,500	\$ 2,500
PARTS/SUPPLIES	\$ 8,812	\$ 10,436	\$ 11,000	\$ 11,000
OTHER	\$ 1,202	\$ 2,880	\$ 100	\$ 100
<b>SUB-TOTAL</b>	<b>\$ 1,145,045</b>	<b>\$ 1,408,956</b>	<b>\$ 1,393,462</b>	<b>\$ 1,436,362</b>
<b>SALESPLACE EXPENSE</b>				
LABOR	\$ 295,811	\$ 281,226	\$ 256,855	\$ 276,855
FRINGE BENEFITS	\$ 58,898	\$ 81,943	\$ 97,771	\$ 97,771
SERVICES	\$ 24,227	\$ 25,173	\$ 22,400	\$ 22,400
PARTS/SUPPLIES	\$ 91,946	\$ 83,302	\$ 110,000	\$ 110,000
OTHER	\$ -494	\$ 62	\$ 0	\$ 0
<b>SUB-TOTAL</b>	<b>\$ 471,388</b>	<b>\$ 471,706</b>	<b>\$ 487,026</b>	<b>\$ 507,026</b>
<b>NON-SALEPLACE EXPENSE</b>				
LABOR	\$ 15,440	\$ 15,784	\$ 15,558	\$ 15,558
FRINGE BENEFITS	\$ 5,007	\$ 10,007	\$ 7,766	\$ 7,766
PARTS/SUPPLIES	\$ 3,942	\$ 4,538	\$ 1,000	\$ 1,000
<b>SUB-TOTAL</b>	<b>\$ 24,389</b>	<b>\$ 30,331</b>	<b>\$ 24,324</b>	<b>\$ 24,324</b>
<b>GENERAL ADMINISTRATION EXPENSE</b>				
LABOR	\$ 131,246	\$ 137,925	\$ 168,208	\$ 168,208
FRINGE BENEFITS	\$ 40,577	\$ 52,980	\$ 50,873	\$ 50,873
SERVICES	\$ 51,189	\$ 49,392	\$ 57,900	\$ 57,900
PARTS/SUPPLIES	\$ 10,932	\$ 14,337	\$ 10,000	\$ 10,000
UTILITIES	\$ 26,139	\$ 42,533	\$ 42,000	\$ 42,000
OTHER	\$ 44,156	\$ 26,157	\$ 8,450	\$ 8,450
<b>SUB-TOTAL</b>	<b>\$ 204,139</b>	<b>\$ 233,324</b>	<b>\$ 337,431</b>	<b>\$ 337,431</b>
<b>TOTAL EXPENSE</b>	<b>\$ 1,820,572</b>	<b>\$ 2,114,017</b>	<b>\$ 1,768,345</b>	<b>\$ 1,875,719</b>
<b>DEFICIT</b>	<b>\$ 1,413,829</b>	<b>\$ 1,677,260</b>	<b>\$ 1,224,682</b>	<b>\$ 1,332,050</b>
<b>RECOVERY RATE</b>	<b>1.000</b>	<b>1.2197</b>	<b>1.2360</b>	<b>1.2269</b>

## JOLIET

The staff recommended budget for 1985, is based on the carrier proposal for 1985, with the following exceptions:

- 1) These areas were increased to reflect staff's estimate of 1985 spending levels. Services under general administration have been adjusted to provide security services for the new facility.

# JOLIET MASS TRANSIT DISTRICT

## OPERATING DATA

	<u>FY '85</u> <u>(PROJECTED)</u>
Total Vehicle Miles:	969,403
Total Vehicle Hours:	65,741
Ridership:	1,516,773
Peak Period Vehicle Requirements:	25
Personnel Requirements:	
Operations	46
Maintenance	12
Non Vehicle Maintenance	1
General Administration	<u>7</u>
Total	66

<u>Fare Structure</u>	
Full Fare	.60
Reduce Fare	.25
Universal Transfer	.40
Reduced Universal Transfer	.25

## CARRIER BUDGET SUMMARY 1985

	1983 ACTUAL (JAN-DEC)	PROJECTED RESULTS 1984	CARRIER PROPOSED 1985	STAFF RECOMMENDED 1985	NOTES
REVENUES					
PASSENGER REVENUES	\$ 0	\$ 26,638	\$ 0	\$ 25,000	
TOTAL REVENUES	\$ 0	\$ 26,638	\$ 0	\$ 25,000	
OPERATIONS EXPENSE					
LABOR	\$ 0	\$ 36,047	\$ 0	\$ 36,567	
FRINGE BENEFITS	\$ 0	\$ 13,215	\$ 0	\$ 13,407	
PARTS/SUPPLIES	\$ 0	\$ 13,722	\$ 0	\$ 13,519	
SUB-TOTAL	\$ 0	\$ 62,984	\$ 0	\$ 63,493	
MAINTENANCE EXPENSE					
LABOR	\$ 0	\$ 2,093	\$ 0	\$ 2,114	
FRINGE BENEFITS	\$ 0	\$ 1,857	\$ 0	\$ 1,868	
PARTS/SUPPLIES	\$ 0	\$ 655	\$ 0	\$ 655	
SUB-TOTAL	\$ 0	\$ 4,595	\$ 0	\$ 4,637	
GENERAL ADMINISTRATION EXPENSE					
OTHER	\$ 0	\$ 1,419	\$ 0	\$ 1,440	
SUB-TOTAL	\$ 0	\$ 1,419	\$ 0	\$ 1,440	
TOTAL EXPENSE	\$ 0	\$ 68,998	\$ 0	\$ 70,000	
DEFICIT	\$ 0	\$ 42,360	\$ 0	\$ 45,000	
RECOVERY RATE	.0000	.3860	.0000	.3571	

## MELROSE PARK

The Village of Melrose Park did not submit a budget proposal for 1985. Staff has provided for a continuation of current service with a moderate increase in costs. Staff is working with the carrier to improve reporting practices.

# VILLAGE OF MELROSE PARK

## OPERATING DATA

	1985 <u>(PROJECTED)</u>
Total Vehicle Miles:	55,000
Total Vehicle Hours:	3,600
Ridership:	42,000
Peak Period Vehicle Requirements:	2
Personnel Requirements:	
Operations	2
Maintenance	-
Non Vehicle Maintenance	-
General Administration	-
Total	2

### Fare Structure

The carrier does not charge a fare, the revenue amount shown is the local subsidy calculated at 60¢ per rider.

## CARRIER BUDGET SUMMARY 1985

	1983 ACTUAL (JAN-DEC)	PROJECTED RESULTS 1984	CARRIER PROPOSED 1985	STAFF RECOMMENDED 1985	NOTES
<hr/>					
REVENUES					
PASSENGER REVENUES	\$ 154,484	\$ 173,712	\$ 0	\$ 175,745	
<hr/>					
TOTAL REVENUES	\$ 154,484	\$ 173,712	\$ 0	\$ 175,745	
<hr/>					
OPERATIONS EXPENSE					
LABOR	\$ -6,209	\$ 0	\$ 0	\$ 0	
FRINGE BENEFITS	\$ -1,234	\$ 0	\$ 0	\$ 0	
OTHER	\$ 477,664	\$ 538,973	\$ 0	\$ 571,689	
<hr/>					
SUB-TOTAL	\$ 470,221	\$ 538,973	\$ 0	\$ 571,689	
<hr/>					
GENERAL ADMINISTRATION EXPENSE					
LABOR	\$ 35,009	\$ 26,136	\$ 0	\$ 25,406	
FRINGE BENEFITS	\$ 8,308	\$ 7,440	\$ 0	\$ 7,884	
SERVICES	\$ 8,108	\$ 3,349	\$ 0	\$ 3,336	
UTILITIES	\$ 380	\$ 594	\$ 0	\$ 680	
OTHER	\$ 2,592	\$ 3,109	\$ 0	\$ 2,151	
<hr/>					
SUB-TOTAL	\$ 54,397	\$ 40,628	\$ 0	\$ 39,457	
<hr/>					
TOTAL EXPENSE	\$ 524,618	\$ 579,601	\$ 0	\$ 611,146	
<hr/>					
DEFICIT	\$ 370,134	\$ 405,889	\$ 0	\$ 435,401	
<hr/>					
RECOVERY RATE	.2944	.2997	.0000	.2875	

## NAPERVILLE

The Village of Naperville did not submit a budget proposal for 1985. Staff has provided for a continuation of present service with a moderate increase in costs. Services in Naperville are provided by a private contractor (Commuter Bus Systems). The cost shown under operations expense reflects the cost of the contract. The Village's charges for supervision of the contract are shown in the administration area.

# CITY OF NAPERVILLE

## OPERATING DATA

	<u>1985 (PROJECTED)</u>
Total Vehicle Miles:	N/A
Total Vehicle Hours:	N/A
Ridership:	330,400
Peak Period Vehicle Requirements:	N/A
Personnel Requirements:	
Operations	N/A
Maintenance	N/A
Non Vehicle Maintenance	N/A
General Administration	<u>1</u>
Total	1

<u>Fare Structure</u>	
Full Fare	.60
Reduce Fare	.25
Universal Transfer	.40
Reduced Universal Transfer	.25

## CARRIER BUDGET SUMMARY 1985

	1983 ACTUAL (JAN-DEC)	PROJECTED RESULTS 1984	CARRIER PROPOSED 1985	STAFF RECOMMENDED 1985	NOTES
	-----	-----	-----	-----	
REVENUES					
PASSENGER REVENUES	\$ 234,116	\$ 192,099	\$ 187,069	\$ 187,069	
	-----	-----	-----	-----	
TOTAL REVENUES	\$ 234,116	\$ 192,099	\$ 187,069	\$ 187,069	
OPERATIONS EXPENSE					
LABOR	\$ 245,139	\$ 228,883	\$ 230,453	\$ 230,453	
FRINGE BENEFITS	\$ 25,421	\$ 40,207	\$ 31,328	\$ 31,328	
SERVICES	\$ 0	\$ 104	\$ 0	\$ 0	
PARTS/SUPPLIES	\$ 35,216	\$ 0	\$ 0	\$ 0	
OTHER	\$ 2,854	\$ 0	\$ 0	\$ 0	
	-----	-----	-----	-----	
SUB-TOTAL	\$ 308,610	\$ 269,194	\$ 261,781	\$ 261,781	
MAINTENANCE EXPENSE					
LABOR	\$ 11,304	\$ 54,768	\$ 54,792	\$ 54,792	
FRINGE BENEFITS	\$ 3,650	\$ 13,405	\$ 12,227	\$ 12,227	
SERVICES	\$ 0	\$ 1,368	\$ 2,000	\$ 2,000	
PARTS/SUPPLIES	\$ 6,179	\$ 37,079	\$ 36,150	\$ 36,150	
	-----	-----	-----	-----	
SUB-TOTAL	\$ 21,133	\$ 106,620	\$ 105,169	\$ 105,169	
GENERAL ADMINISTRATION EXPENSE					
LABOR	\$ 10,643	\$ 16,300	\$ 16,453	\$ 16,453	
FRINGE BENEFITS	\$ 1,042	\$ 2,329	\$ 2,354	\$ 2,354	
PARTS/SUPPLIES	\$ 0	\$ 2,421	\$ 0	\$ 0	
UTILITIES	\$ 0	\$ 709	\$ 8,750	\$ 8,750	
OTHER	\$ 0	\$ 2,693	\$ 1,755	\$ 1,755	
	-----	-----	-----	-----	
SUB-TOTAL	\$ 11,685	\$ 24,452	\$ 29,312	\$ 29,312	
TOTAL EXPENSE	\$ 341,428	\$ 400,266	\$ 396,262	\$ 396,262	
	-----	-----	-----	-----	
DEFICIT	\$ 107,312	\$ 208,167	\$ 209,193	\$ 209,193	
	=====	=====	=====	=====	
RECOVERY RATE	.6856	.4799	.4720	.4720	

## NILES

The staff recommended budget for 1985 is based on the carrier proposal for 1985.

# VILLAGE OF NILES

## OPERATING DATA

	1985 (PROJECTED)
Total Vehicle Miles:	263,743
Total Vehicle Hours:	20,811
Ridership:	415,500
Peak Period Vehicle Requirements:	7
Personnel Requirements:	
Operations	16
Maintenance	2
Non Vehicle Maintenance	0
General Administration	<u>.5</u>
Total	18.50

### Fare Structure

Niles provides its service free of charge. The Village provides a subsidy equal to 60¢ for adult riders and 25¢ for elderly riders.

# CARRIER BUDGET SUMMARY 1985

	1983 ACTUAL (JAN-DEC)	PROJECTED RESULTS 1984	CARRIER PROPOSED 1985	STAFF RECOMMENDED 1985	NOTES
REVENUES					
PASSENGER REVENUES	\$ 3,580,310	\$ 3,599,245	\$ 3,725,796	\$ 3,785,796	1
OTHER REVENUES	\$ 64,020	\$ 112,669	\$ 85,150	\$ 85,150	
TOTAL REVENUES	\$ 3,644,330	\$ 3,711,914	\$ 3,810,946	\$ 3,870,946	
OPERATIONS EXPENSE					
LABOR	\$ 4,071,508	\$ 4,300,439	\$ 4,465,005	\$ 4,465,005	
FRINGE BENEFITS	\$ 1,454,089	\$ 1,501,511	\$ 1,758,303	\$ 1,758,303	
SERVICES	\$ 0	\$ 527	\$ 210	\$ 210	
PARTS/SUPPLIES	\$ 68,937	\$ 39,603	\$ 51,250	\$ 51,250	
OTHER	\$ 0	\$ 0	\$ 65	\$ 65	
SUB-TOTAL	\$ 5,594,534	\$ 5,842,080	\$ 6,274,833	\$ 6,274,833	
MAINTENANCE EXPENSE					
LABOR	\$ 992,724	\$ 1,030,676	\$ 1,220,413	\$ 1,220,413	
FRINGE BENEFITS	\$ 365,318	\$ 397,825	\$ 474,625	\$ 474,625	
SERVICES	\$ 306,086	\$ 141,569	\$ 492,105	\$ 24,105	2
PARTS/SUPPLIES	\$ 648,232	\$ 764,410	\$ 829,356	\$ 829,356	
OTHER	\$ -756	\$ -1,203	\$ 0	\$ 0	
SUB-TOTAL	\$ 2,311,604	\$ 2,333,277	\$ 3,016,499	\$ 2,548,499	
NON-VEHICLE MAINT. EXPENSE					
LABOR	\$ 63,634	\$ 65,537	\$ 68,831	\$ 68,831	
FRINGE BENEFITS	\$ 21,018	\$ 24,339	\$ 26,210	\$ 26,210	
SERVICES	\$ 36,172	\$ 23,656	\$ 34,915	\$ 34,915	
PARTS/SUPPLIES	\$ 94,659	\$ 125,231	\$ 110,345	\$ 110,345	
OTHER	\$ 6,236	\$ 5,083	\$ 7,930	\$ 7,930	
SUB-TOTAL	\$ 221,719	\$ 243,846	\$ 248,231	\$ 248,231	
GENERAL ADMINISTRATION EXPENSE					
LABOR	\$ 332,659	\$ 386,508	\$ 409,536	\$ 409,536	
FRINGE BENEFITS	\$ 90,185	\$ 100,525	\$ 125,815	\$ 125,815	
SERVICES	\$ 104,490	\$ 77,000	\$ 171,479	\$ 171,479	
PARTS/SUPPLIES	\$ 16,243	\$ 19,741	\$ 21,671	\$ 21,671	
UTILITIES	\$ 78,494	\$ 87,930	\$ 89,600	\$ 89,600	
OTHER	\$ 29,840	\$ 52,394	\$ 47,577	\$ 47,577	
SUB-TOTAL	\$ 651,911	\$ 724,098	\$ 865,678	\$ 865,678	
TOTAL EXPENSE	\$ 8,779,768	\$ 9,143,301	\$ 10,405,241	\$ 9,937,241	
DEFICIT	\$ 5,135,438	\$ 5,431,387	\$ 6,594,295	\$ 6,066,295	
RECOVERY RATE	.4150	.4059	.3662	.3295	

NORTRAN

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Passenger revenues have been adjusted to reflect staff's forecast of increased ridership.
- 2) Maintenance services have been adjusted to reflect the centralized engine rebuilding program. These costs are included in the centralized support budget.

# NORTRAN (NORTH SUBURBAN MASS TRANSIT DISTRICT)

## OPERATING DATA

	1985 <u>(PROJECTED)</u>
Total Vehicle Miles:	4,375,000
Total Vehicle Hours:	317,154
Ridership:	9,382,000
Peak Period Vehicle Requirements:	104
Personnel Requirements:	
Operations	175
Maintenance	45
Non Vehicle Maintenance	3
General Administration	<u>18</u>
Total	241

<u>Fare Structure</u>	(R)	(L)	(E)
Full Fare	.90	.60	2.25
Reduce Fare	.40	.25	1.05
Universal Transfer	.10	.40	.10
Reduced Universal Transfer	.10	.25	.10

R = Regular, Intercommunity Routes

L = Local Suburban and Commuter Rail feeder Routes

E = Express Routes

## CARRIER BUDGET SUMMARY 1985

	1983 ACTUAL (JAN-DEC)	PROJECTED RESULTS 1984	CARRIER PROPOSED 1985	STAFF RECOMMENDED 1985	NOTES
<hr/>					
REVENUES					
PASSENGER REVENUES	\$ 625,888	\$ 702,415	\$ 737,500	\$ 737,500	
OTHER REVENUES	\$ 116,861	\$ 91,643	\$ 100,000	\$ 100,000	
	<hr/>	<hr/>	<hr/>	<hr/>	
TOTAL REVENUES	\$ 742,749	\$ 794,058	\$ 837,500	\$ 837,500	
<hr/>					
OPERATIONS EXPENSE					
LABOR	\$ 904,628	\$ 1,086,241	\$ 1,201,750	\$ 1,194,005	1
FRINGE BENEFITS	\$ 363,035	\$ 531,284	\$ 523,805	\$ 523,805	
PARTS/SUPPLIES	\$ 6,909	\$ 4,614	\$ 4,550	\$ 4,550	
OTHER	\$ 28,255	\$ 0	\$ 0	\$ 0	
	<hr/>	<hr/>	<hr/>	<hr/>	
SUB-TOTAL	\$ 1,302,827	\$ 1,622,139	\$ 1,729,905	\$ 1,722,240	
<hr/>					
MAINTENANCE EXPENSE					
LABOR	\$ 243,993	\$ 265,647	\$ 330,760	\$ 317,565	1
FRINGE BENEFITS	\$ 105,862	\$ 136,616	\$ 145,615	\$ 144,588	
SERVICES	\$ 2,932	\$ 17,809	\$ 28,525	\$ 11,410	2
PARTS/SUPPLIES	\$ 204,241	\$ 104,006	\$ 114,700	\$ 114,400	
OTHER	\$ 6,650	\$ 0	\$ 0	\$ 0	
	<hr/>	<hr/>	<hr/>	<hr/>	
SUB-TOTAL	\$ 563,678	\$ 524,078	\$ 619,600	\$ 587,963	
<hr/>					
NON-VEHICLE MAINT. EXPENSE					
FRINGE BENEFITS	\$ 0	\$ 239	\$ 0	\$ 0	
SERVICES	\$ 2,987	\$ 2,527	\$ 22,045	\$ 22,045	
PARTS/SUPPLIES	\$ 35,873	\$ 39,392	\$ 13,650	\$ 13,650	
OTHER	\$ 0	\$ 0	\$ 0	\$ 0	
	<hr/>	<hr/>	<hr/>	<hr/>	
SUB-TOTAL	\$ 38,860	\$ 42,128	\$ 35,695	\$ 35,695	
<hr/>					
GENERAL ADMINISTRATION EXPENSE					
LABOR	\$ 103,038	\$ 65,994	\$ 59,280	\$ 59,280	
FRINGE BENEFITS	\$ 37,698	\$ 55,360	\$ 34,725	\$ 34,725	
SERVICES	\$ 32,933	\$ 12,731	\$ 15,500	\$ 15,500	
PARTS/SUPPLIES	\$ 7,739	\$ 7,841	\$ 8,850	\$ 8,850	
UTILITIES	\$ 30,809	\$ 37,012	\$ 44,065	\$ 40,155	3
OTHER	\$ 37,130	\$ 15,170	\$ 8,435	\$ 8,435	
	<hr/>	<hr/>	<hr/>	<hr/>	
SUB-TOTAL	\$ 249,347	\$ 194,108	\$ 170,855	\$ 166,945	
<hr/>					
TOTAL EXPENSE	\$ 2,154,712	\$ 2,392,453	\$ 2,556,055	\$ 2,512,843	
	<hr/>	<hr/>	<hr/>	<hr/>	
DEFICIT	\$ 1,411,963	\$ 1,598,395	\$ 1,718,555	\$ 1,675,343	
	<hr/>	<hr/>	<hr/>	<hr/>	
RECOVERY RATE	.3447	.3332	.3276	.3332	

OAK LAWN

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Operations and maintenance labor have been adjusted to reflect staff's estimate of labor hours.
- 2) Maintenance services have been adjusted to reflect the centralized engine rebuilding program. These costs are included in the centralized support budget.
- 3) Utilities expense has been adjusted to allow for a more moderate rate of increase.

# TRANSIT MANAGEMENT OF OAK LAWN

## OPERATING DATA

	1985 <u>(PROJECTED)</u>
Total Vehicle Miles:	1,115,000
Total Vehicle Hours:	80,900
Ridership:	1,891,573
Peak Period Vehicle Requirements:	29
Personnel Requirements:	
Operations	51.5
Maintenance	12.5
Non Vehicle Maintenance	0
General Administration	<u>2.5</u>
Total	66.50

<u>Fare Structure</u>		<u>Demonstration</u>
Full Fare	.90	.60
Reduce Fare	.40	.25
Universal Transfer	.10	.40
Reduced Universal Transfer	.10	.25

Oak Lawn will be conducting a fare demonstration beginning in November 1984.

# CARRIER BUDGET SUMMARY 1985

	1983 ACTUAL (JAN-DEC)	PROJECTED RESULTS 1984	CARRIER PROPOSED 1985	STAFF RECOMMENDED 1985	NOTE
<hr/>					
REVENUES					
PASSENGER REVENUES	\$ 404,951	\$ 552,396	\$ 573,815	\$ 573,815	
OTHER REVENUES	\$ 15,654	\$ 13,318	\$ 14,000	\$ 14,000	
	<hr/>	<hr/>	<hr/>	<hr/>	
TOTAL REVENUES	\$ 420,605	\$ 565,714	\$ 587,815	\$ 587,815	
<hr/>					
OPERATIONS EXPENSE					
LABOR	\$ 831,644	\$ 931,961	\$ 1,062,420	\$ 973,793	1
FRINGE BENEFITS	\$ 311,509	\$ 351,186	\$ 373,385	\$ 363,270	1
SERVICES	\$ 1,419	\$ 0	\$ 0	\$ 0	
PARTS/SUPPLIES	\$ 4,827	\$ 5,478	\$ 6,145	\$ 6,145	
OTHER	\$ 36	\$ 263	\$ 300	\$ 400	
	<hr/>	<hr/>	<hr/>	<hr/>	
SUB-TOTAL	\$ 1,149,435	\$ 1,288,888	\$ 1,442,250	\$ 1,343,608	
<hr/>					
MAINTENANCE EXPENSE					
LABOR	\$ 242,587	\$ 293,475	\$ 315,980	\$ 287,528	1
FRINGE BENEFITS	\$ 89,620	\$ 117,808	\$ 125,865	\$ 122,263	1
SERVICES	\$ 0	\$ 0	\$ 0	\$ 0	
PARTS/SUPPLIES	\$ 155,318	\$ 164,233	\$ 207,900	\$ 207,900	
OTHER	\$ 0	\$ 0	\$ 0	\$ 0	
	<hr/>	<hr/>	<hr/>	<hr/>	
SUB-TOTAL	\$ 487,525	\$ 575,516	\$ 649,745	\$ 617,691	
<hr/>					
NON-VEHICLE MAINT. EXPENSE					
SERVICES	\$ 1,461	\$ 2,661	\$ 2,755	\$ 2,755	
PARTS/SUPPLIES	\$ 28,199	\$ 10,743	\$ 12,520	\$ 12,520	
OTHER	\$ 0	\$ 0	\$ 0	\$ 0	
	<hr/>	<hr/>	<hr/>	<hr/>	
SUB-TOTAL	\$ 29,650	\$ 13,404	\$ 15,275	\$ 15,275	
<hr/>					
GENERAL ADMINISTRATION EXPENSE					
LABOR	\$ 41,693	\$ 47,147	\$ 35,585	\$ 32,373	1
FRINGE BENEFITS	\$ 13,209	\$ 13,811	\$ 16,100	\$ 15,664	1
SERVICES	\$ 9,701	\$ 6,162	\$ 16,000	\$ 16,000	
PARTS/SUPPLIES	\$ 13,754	\$ 10,237	\$ 11,020	\$ 10,620	2
UTILITIES	\$ 37,513	\$ 54,432	\$ 67,810	\$ 57,022	2
OTHER	\$ 8,690	\$ 17,901	\$ 17,505	\$ 18,480	3
	<hr/>	<hr/>	<hr/>	<hr/>	
SUB-TOTAL	\$ 125,560	\$ 149,690	\$ 164,020	\$ 150,159	
<hr/>					
TOTAL EXPENSE	\$ 1,792,170	\$ 2,027,498	\$ 2,271,290	\$ 2,126,733	
	<hr/>	<hr/>	<hr/>	<hr/>	
DEFICIT	\$ 1,371,565	\$ 1,461,784	\$ 1,683,475	\$ 1,538,918	
	<hr/>	<hr/>	<hr/>	<hr/>	
RECOVERY RATE	.2346	.2790	.2588	.2763	

WAUKEGAN

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Operations and maintenance labor have been adjusted to reflect staff's estimate of labor hours. Fringe benefits have been adjusted accordingly.
- 2) These areas were adjusted to allow for a more reasonable rate of increase.
- 3) This was adjusted to reflect staff anticipated spending levels.

# TRANSIT MANAGEMENT OF WAUKEGAN

## OPERATING DATA

	FY '85 (PROJECTED)
Total Vehicle Miles:	1,100,000
Total Vehicle Hours:	62,976
Ridership:	1,314,795
Peak Period Vehicle Requirements:	21
Personnel Requirements:	
Operations	44
Maintenance	12
Non Vehicle Maintenance	0
General Administration	<u>2</u>
Total	58

<u>Fare Structure</u>	(L)	(T)
Full Fare	.60	.90
Reduce Fare	.25	.40
Universal Transfer	.40	.10
Reduced Universal Transfer	.25	.10

L = Local Suburban and Commuter Rail feeder Routes

T = Non-Local Routes

## CARRIER BUDGET SUMMARY 1985

	1983 ACTUAL (JAN-DEC)	PROJECTED RESULTS 1984	CARRIER PROPOSED 1985	STAFF RECOMMENDED 1985	NOTES
<hr/>					
REVENUES					
PASSENGER REVENUES	\$ 2,485,162	\$ 3,011,922	\$ 3,170,209	\$ 3,262,500	1
OTHER REVENUES	\$ 70,114	\$ 69,402	\$ 64,400	\$ 64,400	
<hr/>					
TOTAL REVENUES	\$ 2,555,276	\$ 3,081,324	\$ 3,234,609	\$ 3,326,900	
<hr/>					
OPERATIONS EXPENSE					
LABOR	\$ 3,392,121	\$ 3,725,407	\$ 4,556,825	\$ 4,294,818	2
FRINGE BENEFITS	\$ 1,439,892	\$ 1,749,548	\$ 2,318,037	\$ 1,988,313	2
PARTS/SUPPLIES	\$ 10,215	\$ 13,348	\$ 25,985	\$ 13,500	3
OTHER	\$ 555	\$ 99	\$ 5,300	\$ 0	
<hr/>					
SUB-TOTAL	\$ 4,842,783	\$ 5,488,802	\$ 6,906,147	\$ 6,306,631	
<hr/>					
MAINTENANCE EXPENSE					
LABOR	\$ 895,234	\$ 996,800	\$ 1,164,810	\$ 1,052,528	2
FRINGE BENEFITS	\$ 370,722	\$ 433,644	\$ 534,674	\$ 492,667	2
SERVICES	\$ 3,198	\$ 6,060	\$ 77,800	\$ 52,800	5
PARTS/SUPPLIES	\$ 617,842	\$ 614,422	\$ 620,270	\$ 640,270	4
OTHER	\$ 0	\$ 0	\$ 0	\$ 0	
<hr/>					
SUB-TOTAL	\$ 1,886,996	\$ 2,050,926	\$ 2,397,554	\$ 2,238,265	
<hr/>					
NON-VEHICLE MAINT. EXPENSE					
LABOR	\$ 43,255	\$ 59,385	\$ 26,370	\$ 23,620	2
FRINGE BENEFITS	\$ 31,780	\$ 19,928	\$ 12,660	\$ 12,233	2
SERVICES	\$ 5,559	\$ 9,556	\$ 11,045	\$ 11,045	
PARTS/SUPPLIES	\$ 80,623	\$ 120,944	\$ 100,000	\$ 25,000	3
OTHER	\$ 5,603	\$ 13,961	\$ 2,585	\$ 2,585	
<hr/>					
SUB-TOTAL	\$ 166,820	\$ 222,774	\$ 152,660	\$ 74,483	
<hr/>					
GENERAL ADMINISTRATION EXPENSE					
LABOR	\$ 136,168	\$ 138,731	\$ 259,125	\$ 217,480	2
FRINGE BENEFITS	\$ 56,432	\$ 70,398	\$ 135,825	\$ 113,405	2
SERVICES	\$ 44,873	\$ 48,195	\$ 41,190	\$ 41,190	
PARTS/SUPPLIES	\$ 24,678	\$ 21,775	\$ 24,300	\$ 24,300	
UTILITIES	\$ 87,813	\$ 96,711	\$ 110,250	\$ 110,250	
OTHER	\$ 150,271	\$ 165,632	\$ 189,115	\$ 178,235	3
<hr/>					
SUB-TOTAL	\$ 500,235	\$ 541,442	\$ 759,805	\$ 684,860	
<hr/>					
TOTAL EXPENSE	\$ 7,396,834	\$ 8,303,944	\$ 10,216,166	\$ 9,304,239	
<hr/>					
DEFICIT	\$ 4,841,558	\$ 5,222,620	\$ 6,981,557	\$ 5,977,339	
<hr/>					
RECOVERY RATE	.3454	.3710	.3166	.3575	

## WEST TOWNS

West Towns services have been expanded during late 1983 and early 1984. Additional expansion is planned in late 1984, the large growth in expense from 1984 to 1985 is primarily a result of service expansion. The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Passenger revenues have been adjusted to allow for staff's higher ridership estimate.
- 2) Labor and fringes have been adjusted to reflect staff estimate of labor hours and corresponding fringe benefit costs.
- 3) These areas were reduced to allow for a more reasonable rate of increase. Building repairs in excess of the reduced budget amount will be provided directly by SBD.
- 4) Maintenance parts/supplies have been increased to reflect staff anticipated spending levels.
- 5) Maintenance services were reduced to reflect the centralized engine rebuilding program. These costs are included in the centralized support budget.

# TRANSIT MANAGEMENT OF WEST TOWNS

## OPERATING DATA

	1985 <u>(PROJECTED)</u>
Total Vehicle Miles:	2,972,000
Total Vehicle Hours:	216,700
Ridership:	2,631,500
Peak Period Vehicle Requirements:	73
Personnel Requirements:	
Operations	141
Maintenance	40
Non Vehicle Maintenance	1
General Administration	<u>9.5</u>
Total	191.50

<u>Fare Structure*</u>	
Full Fare	.60
Reduce Fare	.25
Universal Transfer	.40
Reduced Universal Transfer	.25

\*West Towns is presently conducting a fare demonstration consisting of a 60¢ base fare with a 40¢ transfer, instead of the standard 90¢ fare/10¢ transfer structure.

# CARRIER BUDGET SUMMARY 1985

	1983 ACTUAL (JAN-DEC)	PROJECTED RESULTS 1984	CARRIER PROPOSED 1985	STAFF RECOMMENDED 1985	NOTE
<hr/>					
REVENUES					
PASSENGER REVENUES	\$ 431,352	\$ 434,156	\$ 439,438	\$ 446,572	1
OTHER REVENUES	\$ 8,900	\$ 7,197	\$ 8,100	\$ 8,100	
<hr/>					
TOTAL REVENUES	\$ 440,252	\$ 441,303	\$ 448,038	\$ 454,672	
<hr/>					
OPERATIONS EXPENSE					
LABOR	\$ 390,010	\$ 427,855	\$ 458,525	\$ 458,525	
FRINGE BENEFITS	\$ 102,204	\$ 115,332	\$ 131,484	\$ 131,484	
PARTS/SUPPLIES	\$ 7,183	\$ 4,106	\$ 5,100	\$ 5,100	
OTHER	\$ 359	\$ 330	\$ 450	\$ 450	
<hr/>					
SUB-TOTAL	\$ 499,756	\$ 547,623	\$ 595,559	\$ 595,559	
<hr/>					
MAINTENANCE EXPENSE					
LABOR	\$ 65,696	\$ 70,695	\$ 93,668	\$ 83,014	2
FRINGE BENEFITS	\$ 21,575	\$ 16,377	\$ 28,058	\$ 26,712	
SERVICES	\$ 16,508	\$ 12,914	\$ 18,550	\$ 7,420	3
<hr/>					
NON-VEHICLE MAINT. EXPENSE					
PARTS/SUPPLIES	\$ 56,186	\$ 51,711	\$ 57,600	\$ 54,717	4
OTHER	\$ 4,770	\$ 6,701	\$ 6,200	\$ 6,200	
<hr/>					
SUB-TOTAL	\$ 165,535	\$ 158,398	\$ 204,076	\$ 178,063	
<hr/>					
GENERAL ADMINISTRATION EXPENSE					
LABOR	\$ 13,141	\$ 13,774	\$ 14,787	\$ 14,787	
FRINGE BENEFITS	\$ 2,739	\$ 2,771	\$ 3,663	\$ 3,663	
SERVICES	\$ 1,440	\$ 2,111	\$ 4,825	\$ 3,925	4
PARTS/SUPPLIES	\$ 1,122	\$ 625	\$ 1,100	\$ 800	
UTILITIES	\$ 291	\$ 1,078	\$ 1,400	\$ 1,400	
OTHER	\$ 4,749	\$ 2,434	\$ 4,575	\$ 4,575	
<hr/>					
SUB-TOTAL	\$ 23,482	\$ 22,793	\$ 30,350	\$ 29,150	
<hr/>					
TOTAL EXPENSE	\$ 688,773	\$ 728,814	\$ 829,985	\$ 802,772	
<hr/>					
DEFICIT	\$ 248,521	\$ 287,511	\$ 381,947	\$ 348,100	
<hr/>					
RECOVERY RATE	.6391	.6055	.5398	.5663	

## WILMETTE

The staff recommended budget for 1985 is based on the carrier proposal for 1985, with the following exceptions:

- 1) Passenger revenues have been adjusted to reflect staff's higher ridership estimate.
- 2) Maintenance labor has been adjusted to reflect staff estimate of labor hours. Though an expansion in maintenance hours has been provided.
- 3) Maintenance service has been adjusted to reflect the centralized engine rebuilding program. These costs are included in the centralized support budget.
- 4) These areas were adjusted to allow for a more reasonable rate of increase.

# VILLAGE OF WILMETTE

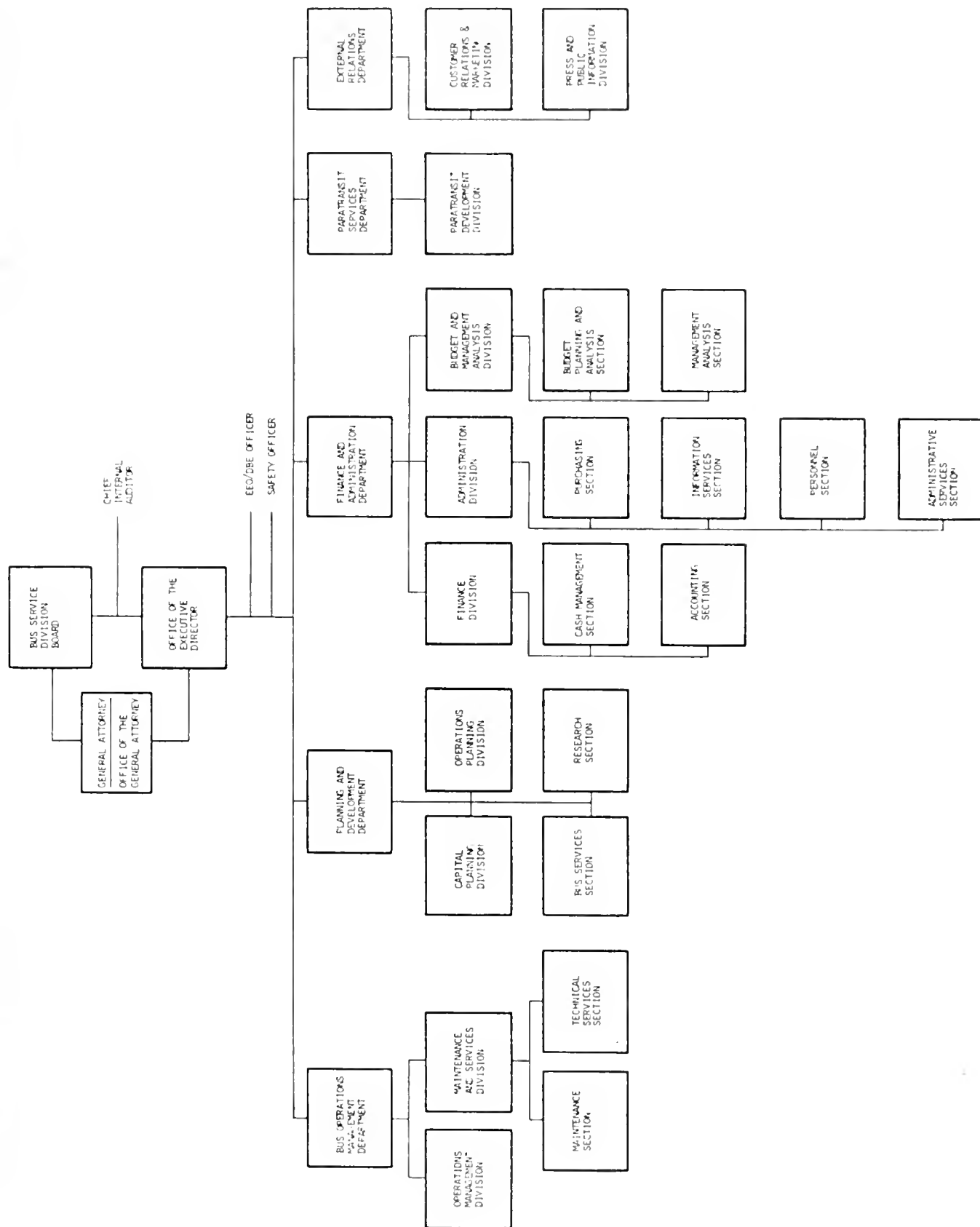
## OPERATING DATA

	<u>FY '85 (PROJECTED)</u>
Total Vehicle Miles:	428,000
Total Vehicle Hours:	34,600
Ridership:	1,283,992
Peak Period Vehicle Requirements:	14
Personnel Requirements:	
Operations	25
Maintenance	4.25
Non Vehicle Maintenance	0
General Administration	<u>.50</u>
Total	29.75

<u>Fare Structure</u>	
Full Fare	.60
Reduce Fare	.25
Universal Transfer	.40
Reduced Universal Transfer	.25

## 1985 ADMINISTRATION BUDGET

The following pages present a detailed listing of the Suburban Bus Division's Administrative Budget. The total cost for Administrative support is estimated at \$8.5 million for 1985. This represents the entire cost of the autonomous operation of the Suburban Bus Division as an independent entity. As can be seen from the following detail the administrative support requirements are very substantial. The majority of the Bus Divisions 156 positions perform in direct support capacity to the Suburban Carriers. Significant efficiencies and cost savings are achieved by the consolidation of functions and procedures at the Division Level. Through judicious use of funds and the direction of the Executive Director, SBD will be able to plan, control, coordinate and support our regions suburban bus services.



PROPOSED 1985  
ADMINISTRATIVE BUDGET

WAGES AND SALARIES	\$3,885,000
FRINGE BENEFITS	<u>1,352,000</u>
TOTAL WAGES & FRINGE BENEFITS	\$5,237,000

SUPPORT

Space Rents	\$ 565,000
Furniture and Equipment	200,000
Copy and Reproduction Rental	115,000
Equipment Rental	10,000
Telephone	152,000
Utilities	198,000
Dues/Publications	35,000
Postage	35,000
Printing	40,000
Office Supplies	50,000
Copy/Reproduction Supplies	110,000
Other Commodities	10,000
Local Travel	40,000
Business Expense	10,000
Travel Out of Region	<u>50,000</u>
TOTAL SUPPORT	\$1,620,000

SERVICES

Legal Services	\$ 74,000
Audit Services	183,000
Temporary Help	100,000
Consulting Services	100,000
Data Services	705,000
Other Services	<u>41,000</u>
TOTAL SERVICES	\$1,203,000

RELOCATION

Facilities Renovation & Moving	\$ 345,000
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SERVICE BOARD	\$ 95,000
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GRAND TOTAL	<u>\$8,500,000</u>
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BUS SERVICE DIVISION BOARD

TITLE	RANGE	SALARY
SECRETARY TO THE BOARD	\$18,165 - \$27,247	\$18,165

OFFICE OF THE EXECUTIVE DIRECTOR

TITLE	ESTD	1984	1985
ACTING EXECUTIVE DIRECTOR	*		\$75,000
SAFETY OFFICER	\$30,720	\$41,800	\$50,000
EEO/DBE OFFICER	\$30,720	\$41,800	\$50,000
EEO SPECIALIST	\$21,470	\$32,710	\$41,000
SAFETY ANALYST	\$18,165	\$27,047	\$30,000
ADMIN ASSISTANT	\$18,165	\$27,047	\$30,000
EXECUTIVE SECRETARY	\$15,586	\$23,000	\$25,000

\* TO BE DETERMINED BY THE BOARD OF DIRECTORS

# INTERVAL REPORT

TITLE	RANGE	SALARY
CHIEF COMPLAINT AUDITOR	\$36,930 - \$53,550	\$39,500
AUDITOR	\$21,478 - \$32,216	\$21,478
AUDITOR	\$21,478 - \$32,216	\$21,478
AUDITOR I	\$18,165 - \$27,247	\$21,571
ADMIN SECRET	\$14,263 - \$21,395	\$17,829

# GENERAL ATTORNEY

TITLE	RANGE	SALARY
TRIAL ATTORNEY	\$34,620 - \$49,160	\$34,620
GENERAL ATTORNEY	\$26,566 - \$39,500	\$26,334
STAFF ATTORNEY	\$21,478 - \$32,216	\$21,478
LEGAL SEC	\$13,168 - \$19,752	\$16,460

FORGOTTEN!!

TITLE	RANGE		SALARY
DEVELOPMENTAL SERV	\$42,050	\$63,690	\$47,500
DIV. OPERATIONS/DEVEL.	\$34,620	\$49,160	\$42,407
SR. PROJECT MGR.	\$22,938	\$34,406	\$32,973
PROJECT MGR./SERV. COORDIN.	\$19,850	\$29,774	\$28,534
PROJECT MGR. I	\$19,850	\$29,774	\$21,090
PROJECT MGR. II	\$19,850 -	\$29,774	\$21,090
PROJECT MGR. III	\$19,850 -	\$29,774	\$19,850
PROJECT COORDINATOR	\$16,678 -	\$25,016	\$25,016
ADMIN. SEC. II	\$14,263 -	\$21,395	\$16,938

BUS OPERATIONS  
MANAGEMENT DEPARTMNET

TITLE	RANGE	SALARY
DEPT HEAD BUS OPERATIONS	\$42,050 - \$63,690	\$42,050
ADMIN SEC II	\$14,263 - \$21,395	\$17,927

BUS OPERATIONS  
OPERATIONS MANAGEMENT DIVISION

TITLE	RANGE		SALARY
DIV MGR OPERATIONS MGT	\$34,620	\$49,160	\$34,820
OPERATIONS ASSISTANT	\$19,850	\$29,774	\$26,053
ADMIN SEC II	\$14,263	\$21,395	\$17,829

BUS OPERATIONS  
MAINTENANCE AND SERVICES DIVISION

TITLE	RANGE	SALARY
DIV MGR MAINT & SERV	\$34,620 - \$49,160	\$34,620
ADMIN SEC I	\$13,168 - \$19,752	\$16,460

1977 DEC 31 1977  
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TITLE	RANGE	AMOUNT
LOCAL MICHIGAN TRADING SPEC	\$26,334 - \$19,500	\$30,000
SPECIAL MATH	\$24,566 - \$36,848	\$35,848
PARASITICIDE GAIN	\$19,850 - \$29,774	\$26,053
MAINT. ON 150	\$17,850 - \$29,774	\$24,812
INSPECTION	\$19,350 - \$29,774	\$24,812
MAINTENANCE 1500	\$19,850 - \$29,774	\$24,812
MAINTENANCE 1500	\$19,850 - \$29,774	\$22,131
SENIOR 150000 1500	\$13,168 - \$19,752	\$16,460

BUS OPERATIONS  
TECHNICAL SERVICES SECTION

TITLE	RANGE	SALARY
PROJECT COORDINATOR	\$24,566 - \$36,848	\$29,172
SR FAIRBOX REPAIR TECH	\$22,938 - \$34,406	\$30,106
FAIRBOX REPAIR TECH	\$19,850 - \$29,774	\$24,812
OPERATIONS ASSISTANT	\$19,850 - \$29,774	\$24,812
FAIRBOX REPAIR TECH	\$19,850 - \$29,774	\$24,812
ASST ELECTRONICS TECH	\$19,850 - \$29,774	\$24,812
FAIRBOX REPAIR TECH	\$19,850 - \$29,774	\$19,850

# EXTERNAL TEST JOBS DEPARTMENT

TITLE	RANGE		SALARY
DEPT HEAD EXTERNAL REL	\$57,400	\$58,320	\$57,400
ADMIN CLERK CLERK DESK 1	\$14,263	\$21,395	\$14,263

EXTERNAL RELATIONS DEPARTMENT  
CUSTOMER RELATIONS AND MARKETING DIVISION

TITLE	RANGE	SALARY
DIV MGR CUSTOMER REL MKT	\$34,620 - \$49,160	\$34,620
PROJECT COORDINATOR	\$21,478 - \$32,216	\$29,047
REGIONAL AFFAIRS REP	\$18,165 - \$27,247	\$23,341
COORDIN MKTING PROJECTS	\$16,678 - \$25,016	\$21,889
REGIONAL AFFAIRS REP	\$18,165 - \$27,247	\$21,571
CONSUMER AFFAIRS OFFICER	\$13,168 - \$19,752	\$19,300
LEGISLATIVE ASSISTANT	\$22,938 - \$34,406	\$28,762

E. TERESA LEE WILCOX DEPARTMENT  
 PRESS AND PUBLIC INFORMATION

TITLE	RANGE		SALARY
DIV. MGR. PRESS & PUB. INFO	\$36,930	\$53,550	\$24,620

# FINANCE AND ADMINISTRATION DEPARTMENT

TITLE	RANGE	SALARY
DEPT HEAD FIN/ADMIN	\$44,980 - \$69,280	\$44,780
ADMIN SEC II	\$14,263 - \$21,395	\$17,827

FINANCE AND ADMINISTRATION DEPARTMENT  
FINANCE DIVISION

TITLE	RANGE	SALARY
DIV. MGR. FINANCE	\$36,930 - \$53,550	\$42,403
ADMIN. SEC. I	\$13,168 - \$19,752	\$17,280

FINANCE AND ADMINISTRATION DEPARTMENT  
CASH MANAGEMENT SECTION

TITLE	RANGE	SALARY
SECTION CHIEF CASH MGT	\$30,720 - \$41,780	\$30,720
SR TREASURY ANALYST	\$21,478 - \$32,216	\$25,505
FINANCIAL ANALYST	\$18,165 - \$27,247	\$19,300
ACCOUNTING CLERK	\$11,175 - \$16,763	\$12,572

FINANCE AND ADMINISTRATION DEPARTMENT  
ACCOUNTING SECTION

TITLE	RANGE	SALARY
SECTION CHIEF ACCOUNTING	\$32,460 - \$45,120	\$32,460
SENIOR FINANCIAL ANALYST	\$26,334 - \$39,500	\$24,563
ACCTS PAYABLE SUPERVISOR	\$26,334 - \$39,500	\$36,209
SENIOR FINANCIAL ANALYST	\$22,938 - \$34,406	\$28,672
FIXED ASSETS	\$22,938 - \$34,406	\$28,672
FINANCIAL ANALYST	\$18,165 - \$27,247	\$22,706
ACTING CLERK	\$15,386 - \$23,078	\$17,309
JUNIOR FINANCIAL ANALYST	\$13,168 - \$19,752	\$16,460
ADMIN SEC I/STAT TYPIST	\$13,168 - \$19,752	\$16,460
JR FINANCIAL ANALYST	\$13,168 - \$19,752	\$16,460
PAYROLL CLERK	\$13,168 - \$19,752	\$15,637
FINANCIAL ANALYST	\$13,168 - \$19,752	\$13,991
ACTING CLERK	\$11,175 - \$16,763	\$13,969

FINANCE AND ADMINISTRATION DEPARTMENT  
ADMINISTRATION DIVISION

TITLE	RANGE	SALARY
DIV MGR ADMIN	\$34,620 - \$49,160	\$41,848
ADMIN SEC I	\$13,168 - \$17,752	\$14,814

FINANCE AND ADMINISTRATION DEPARTMENT  
ADMINISTRATIVE SERVICES SECTION

TITLE	RANGE	SALARY
SECTION CHIEF ADMIN SERV	\$30,720 - \$41,780	\$30,720
RISK MANAGER	\$21,478 - \$32,216	\$32,216
SUPERVISOR REPROGRAM SERV	\$19,850 - \$29,774	\$29,774
FORMS ANALYST ADMIN SERV	\$18,165 - \$27,247	\$22,706
SECRETARY	\$12,102 - \$18,152	\$12,102
CLERK ADMIN SERVICES	\$11,175 - \$16,763	\$15,366
SWITCHBOARD OPERATOR	\$11,175 - \$16,763	\$11,175
ADMIN SERVICE CLERK	\$11,175 - \$16,763	\$11,175
CLERK ADMIN SERV	\$10,417 - \$15,625	\$13,021
CLERK ADMIN SERVICES	\$10,417 - \$15,625	\$13,021
CLERK ADMIN SERV	\$10,417 - \$15,625	\$12,675
CLERK ADMIN SERVICES	\$10,417 - \$15,625	\$10,417

FINANCE AND ADMINISTRATIONS DEPARTMENT  
PURCHASING SECTION

TITLE	RANGE	SALARY
SECTION CHIEF PURCHASING	\$30,720 - \$41,780	\$36,848
CONTRACT BUYER	\$24,566 - \$36,848	\$36,848
CONTRACT BUYER	\$24,566 - \$36,848	\$29,172
ADMIN SEC	\$12,102 - \$18,152	\$15,127



FINANCE AND ADMINISTRATION DEPARTMENT  
INFORMATION SERVICES SECTION

TITLE	RANGE		SALARY
SECTION CHIEF INFO SERV	\$34,620	\$47,160	\$37,860
LEAD SYSTEM ANALYST	\$24,560	\$36,848	\$28,700
LEAD SYSTEMS ANALYST	\$24,560	\$36,848	\$34,040
SENIOR SYSTEM ANALYST	\$21,470	\$30,316	\$21,470
SENIOR SYSTEM ANALYST	\$21,470	\$32,214	\$21,470
OPERATIONS COORDINATOR	\$18,165	\$27,247	\$18,165
SYSTEMS ANL PROGRAMMER	\$18,165	\$27,247	\$18,165
ASSOCIATE ANL PROGRAMMER	\$15,380	\$23,770	\$15,380
LEAD TERMINAL OPERATOR	\$13,168	\$19,752	\$13,168
ADMIN SECRETARY I	\$13,168	\$19,752	\$13,168



PLANNING AND DEVELOPMENT DEPARTMENT

TITLE	RANGE	SALARY
DFT HEAD PLAN & DEV	\$44,980 - \$69,280	\$44,980
SECTION CHIEF SPECIAL SER	\$30,720 - \$41,780	\$30,720
SUPERVISOR GRAPHICS	\$21,478 - \$32,216	\$32,216
CONTRACT SERVS COORDIN	\$21,478 - \$32,216	\$26,847
CARTOGRAPHIC SPECIALIST	\$18,165 - \$27,247	\$19,300
BUS SERVICE MONITOR	\$14,263 - \$21,395	\$20,503
BUS SERVICE MONITOR	\$14,263 - \$21,395	\$20,503
ADMIN SEC II	\$14,263 - \$21,395	\$17,829
ADMIN SEC I	\$13,168 - \$19,752	\$16,460
ADMIN SEC I	\$13,168 - \$19,752	\$16,460
BUS SERVICE MONITOR	\$13,168 - \$19,752	\$16,460
BUS SERVICE MONITOR	\$13,168 - \$19,752	\$16,460
BUS SERVICE MONITOR	\$13,168 - \$19,752	\$16,460
BUS SERVICE MONITOR	\$13,168 - \$19,752	\$13,168
BUS SERVICE MONITOR	\$13,168 - \$19,752	\$13,168
ADMIN SEC I	\$13,168 - \$19,752	\$13,168
DOCUMENTS CLERK	\$12,102 - \$18,152	\$12,102

PLANNING AND DEVELOPMENT DEPARTMENT  
CAPITAL PLANNING DIVISION

TITLE	RANGE	SALARY
DEPUTY CHIEF OF DEPT. GRANT ADM.	\$34,620 - \$49,160	\$38,373
ARCHITECTURAL ENGINEER	\$28,271 - \$42,407	\$38,973
SENIOR PLANNER	\$28,271 - \$42,407	\$39,507
SENIOR PROGRAM COORDINOR	\$24,566 - \$36,848	\$32,242
FIELD INSPECT. ENGINEER SPEC.	\$19,850 - \$29,774	\$24,812
SR. GRANT DEVELOPER	\$18,165 - \$27,247	\$23,841
GRANT ADMINISTRATOR	\$18,165 - \$27,247	\$22,706

PLANNING AND DEVELOPMENT DEPARTMENT  
OPERATIONS PLANNING DIVISION

TITLE	RANGE	SALARY
DIV MGR OPERATIONS PLAN	\$36,930 - \$53,550	\$43,304
SUPER SERVICE PLANNING	\$28,271 - \$42,407	\$42,407
SCHEDULER	\$22,938 - \$34,406	\$28,672
SENIOR SCHEDULAR	\$22,938 - \$34,406	\$25,805
PROJECT MGR I	\$19,850 - \$29,774	\$29,774
OPERATIONS PLANNER	\$19,850 - \$29,774	\$24,812
OPERATIONS PLANNER	\$19,850 - \$29,774	\$24,812
SCHEDULE CLERK	\$13,168 - \$19,752	\$16,460

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## Regional Transportation Authority

300 N. State Street, Chicago, Illinois 60610  
312 836-4000

September 14, 1984

Mr. Joseph DiJohn  
Executive Director  
Suburban Bus Division  
Regional Transportation Authority  
300 North State Street  
Chicago, Illinois 60610

Dear Mr. DiJohn:

I am pleased to advise you that pursuant to Section 4.11(a) of the Regional Transportation Authority Act (the "Act"), the RTA Transition Board, on September 7, 1984, adopted Ordinance No. 84-130. This ordinance established the required estimates for public funding anticipated to be available to the Suburban Bus Division and the system generated recovery ratio for fiscal year 1985. Public funding estimated to be available to the Suburban Bus Division is \$48,152,000 and the adopted system generated recovery ratio is 29.87%.


Please use the above estimates in formulating your proposed budget as specified in Section 4.11(b) of the Act. The budget is to be submitted to the RTA by November 15, 1984. Please use the format specified in Mr. Henry Crepeau's letter of August 3, 1984 addressed to Mr. Bernard Miller, Acting Department Head, Finance and Administration.

It is further required by Section 4.11(a) of the Act that in addition to estimates of revenues for any current budget year, the RTA is to provide the Service Boards, by September 15th, estimates of the public funds to be available for the two successive fiscal years. Pursuant thereto, we estimate the public funds available to the Suburban Bus Division at \$50,978,000 for FY'86 and \$53,969,000 for FY'87 (please see Mr. Crepeau's enclosed memorandum). As always, estimates are, of course, subject to subsequent adjustment and refinement when the successive budget year projection is made, and the differences may be material. However, Section 4.11(b) of the Act requires that each Service Board submit a financial plan for the two following fiscal years at the time it submits its proposed budget.

BUS OPERATIONS DIVISION  
SEP 14 1984  
JOE DIJOHN

With regard to your three Year Financial Plan, please refer to the attachment set out in Mr. Crepeau's letter on the subject of the letter to Mr. Miller. The plan is due to be submitted to the RIA by November 15, 1981.

Please advise me, or Mr. Crepeau, of any questions or comments you may have during this process. We appreciate your continuing cooperation in attempting to reach our mutual goal of a reliable, cost effective, regional transportation system which will adequately serve the needs of the people of Quebec.



Donald Dilwell  
Executive Director

cc: Florence Boone



## Regional Transportation Authority Memorandum

TO: G. Richard Tidwell  
Acting Executive Director

DATE: September 5, 1984

FROM: Henry J. Crepeau, Department Head  
Budget and Management Analysis

HJC

SUBJECT: Preliminary Estimates of Public Funds  
Available to Service Boards in FY86  
and FY87

Section 4.11(a) of the RTA Act requires that, in addition to estimates of revenues for any current budget year, the RTA provide to the Service Boards by September 15th estimates of the public funds to be available to the Service Boards for the two successive fiscal years.

In this regard, it must be clearly noted, however, that in advance of the multi-year budget documents to be received from the Service Boards subsequent to September 15th, it is only possible for the RTA to supply a preliminary projection of public funding to be available to the Service Boards. It must be clearly understood that any such estimates are subject to subsequent adjustment and refinement when the successive budget year projection is made prior to the following September 15th. For example, by September 15, 1985, the RTA Board will inform the Service Boards of estimated public funds to be available for 1986. It cannot be assumed that the estimates made at that time will be the same as the estimates contained herein, and the differences may be material.

Given the foregoing caveats, we have developed the required FY86 and FY87 projections, utilizing the following assumptions:

- . No growth or reduction in UMTA Section 9 funds with allocation to continue to be based on ridership which is projected to grow 1% for the CTA, 3% for the Commuter Rails, and 5% for the Suburban Buses.
- . Other revenues to grow at 6% of FY85 base as presented to the RTA Board 9/6/84.
- . RTA sales tax yield among Chicago, Suburban Cook, and the Collar Counties is held constant.
- . Allocations of Public Transportation Fund and RTA discretionary revenues are held proportionate to FY85.

These projections are set forth for each Service Board in the following table.

ESTIMATE OF PUBLIC FUNDS AVAILABLE  
TO SERVICE BOARDS -- FY86 and FY87  
( \$ 000's )

	<u>FY86</u>	<u>FY87</u>
TOTAL SALES TAX	360,612	382,249
RTA	54,092	57,337
CTA	160,534	170,166
RAIL	112,087	118,813
BUS	33,899	35,933
 TOTAL UMTA SECTION 9	 58,000	 58,000
CTA	50,344	50,164
RAIL	4,866	4,947
BUS	2,790	2,889
 TOTAL PUBLIC TRANSPORTATION FUND	 89,078	 94,423
CTA	73,222	77,615
RR	6,681	7,082
BUS	9,175	9,726
 RTA DISCRETIONARY MONIES	 49,683	 52,664
CTA	40,845	43,296
RR	3,724	3,947
BUS	5,114	5,421
 TOTALS		
CTA	324,945	341,241
RR	127,358	134,789
BUS	50,978	53,969

### 1985-1987 Three Year Financial Plan

The following tables identify the Suburban Bus Division's financial plan for 1985 thru 1987. The Amended RTA Act requires the service boards to submit such a plan in addition to its annual program and budget. The Plan is to show a balance between the funding estimates provided by the RTA and the anticipated cost of providing services for the forthcoming and two following fiscal years. The Suburban Bus Division's Plan for 1985-1987 reflects such a balance while maintaining stable recovery performance.

In order to accomplish this balance in 1986 and 1987 however, the Suburban Bus Division will have to implement some cost reduction measures. Numerous alternatives are available to the Suburban Bus Board ranging from fare increases to moderation in service expansion. At this time it is anticipated that through a rigorous program to improve service productivity and operating efficiencies these deficits will be eliminated.

The three year financial plan is also supported by schedules of individual program costs. This detail is significant in that it identifies the future impact of service expansion in 1985. Major assumptions regarding inflation and ridership growth are also identified.

Further expansion of paratransit services may be required in 1986 to meet federal requirements for service comparable to fixed route services for handicapped riders. It is estimated that such a program could cost over \$500,000 annually. Due to the uncertain nature of this program the cost is not included in the projected 1985-1987 Three Year Plan.

## 1985-1987 THREE YEAR FINANCIAL PLAN

### Basis for Projections

Inflation for the period is expected to remain constant at 6% the rate forecast for 1985. This assumption is consistent (though one percentage point higher) with the stable inflation scenario used by the RTA in the FY85-88 Five Plan.

This 6% rate was used as the basis for all expense growth other than those costs related to existing obligations or known circumstances which would reflect a different rate of growth.

System generated revenue growth is projected based on 3% annual growth in ridership, this is a historic average though service expansion has resulted in a 16% increase thus far in 1984. Additional revenue from 1985 service expansion is projected separately. In total 1985 system generated revenues are expected to exceed 1984 levels by 5.8%, similar growth occurs in 1986 slowing down to a 3.4% rate in 1987.

1985-1987 3 YEAR FINANCIAL PLAN  
AND FUND BALANCE  
(000's)

	1984 BUDGET	1984 PROJECTED	1985 PROPOSED BUDGET	1986 PROJECTED	1987 PROJECTED
<u>Revenue</u>					
Retail Sales Tax	\$28,029	\$30,080	\$31,980	\$33,899	\$35,933
Public Transportation Fund	8,085	8,085	8,656	9,175	9,726
Federal Operating Assistance	2,399	1,919	2,691	2,790	2,889
RTA Discretionary Funds	1,814***	-- ***	4,825	5,114	5,421
Total Revenue	\$40,327	\$40,084	\$48,152	\$50,978	\$53,969
<u>Expenses</u>					
Funded Carriers	\$23,935	\$22,401	\$25,583	\$28,462	\$30,605
Contract Carriers	3,240	2,900	3,050	3,277	3,518
Paratransit Services	2,153	1,975	2,665	3,188	3,381
Administration	4,266	3,900	8,500	8,764	9,290
Centralized Support	2,048	2,450	3,250	3,429	3,604
Fuel	3,724	3,888	4,000	4,240	4,494
Insurance	961	896	1,104	1,140	1,179
Expense Reduction**	--	--	--	(1,522)	(2,102)
Total Expenses	\$40,327	\$38,410	\$48,152	\$50,978	\$53,969
Surplus (Deficit)	\$ -0-	\$ 1,674*	\$ -0-	\$ -0-	\$ -0-
<u>Fund Balance</u>					
Beginning Balance	\$ N/A	\$ -0-	\$ 1,674	\$ 1,674	\$ 1,674
Surplus (Deficit)		1,674	-0-	-0-	-0-
Ending Balance	\$	\$ 1,674	\$ 1,674	\$ 1,674	\$ 1,674

\* Projected operating surplus, the actual cash surplus will be dependent upon RTA's service board funding policy.

\*\* The Suburban Bus Board will address various alternatives which would accomplish these expense reductions.

\*\*\* The RTA amended the original Suburban Bus Division budget for 1984 adding \$1,814,000 in expense. However no revised allocation of public funds was prepared. This assumes the budgeted funds were from the RTA discretionary fund. Since actual sales tax receipts are expected to exceed budget it is assumed the RTA will not actually use its discretionary funds for this purpose.

1985-1987 PROGRAM COSTS  
AND RECOVERY RATE DETERMINATION  
(000's)

	<u>1984 Estimated</u>	<u>1985 Proposed</u>	<u>1986 Projected</u>	<u>1987 Projected</u>
Funded Carrier				
Revenue	\$13,200	\$13,584	\$13,991	\$14,411
Expense	<u>35,601</u>	<u>37,967</u>	<u>40,245</u>	<u>42,659</u>
Deficit	\$22,401	\$24,383	26,254	28,248
Fixed Route Service Expansion				
Revenue	\$ -	\$ 180	\$ 552	\$ 568
Expense	<u>-</u>	<u>1,380</u>	<u>2,760</u>	<u>2,925</u>
Deficit	\$ -	\$ 1,200	2,208	2,357
Contract Carrier				
Revenue	\$ 1,400	\$ 1,450	\$ 1,493	\$ 1,538
Expense	<u>4,300</u>	<u>4,500</u>	<u>4,770</u>	<u>5,056</u>
Deficit	\$ 2,900	\$ 3,050	3,277	3,518
Paratransit Services				
Revenue	\$ 1,975	\$ 1,528	\$ 1,619	\$ 1,716
Expense	<u>3,950</u>	<u>3,391</u>	<u>3,593</u>	<u>3,809</u>
Deficit	\$ 1,975	\$ 1,863	1,974	2,093
Paratransit Service Expansion				
Revenue	\$ -	\$ 801	\$ 908	\$ 962
Expense	<u>-</u>	<u>1,603</u>	<u>2,122</u>	<u>2,250</u>
Deficit	\$ -	\$ 802	1,214	1,288
Administration	\$ 3,900	\$ 8,500	\$ 8,764	\$ 9,290
Centralized Support	2,450	3,250	3,429	3,604
Fuel	3,888	4,000	4,240	4,494
Insurance	<u>896</u>	<u>1,104</u>	<u>1,140</u>	<u>1,179</u>
Subsidy Requirement	\$38,410	\$48,152	\$52,500	\$56,071

SUMMARY

Total System Generated Revenue	\$16,575	\$17,543	\$18,563	\$19,195
Total Operating Expense	<u>54,985</u>	<u>65,695</u>	<u>71,063</u>	<u>75,266</u>
Operating Deficit	\$38,410	\$48,152	\$52,500	\$56,071
Recovery Rate	30.14%	26.70%	26.12%	25.50%

1984-1987 REVENUE AND EXPENSE SUMMARY  
(000's)

	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>
<u>SYSTEM GENERATED REVENUE</u>				
Existing Operations	\$16,575	\$16,562	\$17,103	\$17,665
Fixed Route Service Expansion	-	180	552	568
Paratransit Service Expansion	-	801	908	962
TOTAL	<u>\$16,575</u>	<u>\$17,543</u>	<u>\$18,563</u>	<u>\$19,195</u>
<u>OPERATING EXPENSES</u>				
Existing Operations	\$43,851	\$45,858	\$48,608	\$51,524
Fixed Route Service Expansion	-	1,380	2,760	2,925
Paratransit Service Expansion	-	1,603	2,122	2,250
Centralized Operations/Admin.	11,134	16,854	17,573	18,567
TOTAL	<u>\$54,985</u>	<u>\$65,695</u>	<u>\$71,063</u>	<u>\$75,266</u>
OPERATING LOSS	\$38,410	\$48,152	\$52,500	\$56,071
RECOVERY RATE	30.14%	26.70%	26.12%	25.50%
ESTIMATED RTA FUNDING	\$40,084	\$48,152	\$50,978	\$53,969
SURPLUS (DEFICIT)	\$ 1,674	\$ 0	\$(1,522)	\$(2,102)

1985-1987 THREE YEAR FINANCIAL PLAN

The 1985-1987 Three Year Financial Plan for the Suburban Bus Division is compared to 1985 thru 1987 of the RTA's Five Year Plan, any variations are identified and explained.

1985-1987 SUBURBAN BUS PROGRAM  
AS INCLUDED IN RTA'S FIVE YEAR PLAN 1984-1988

<u>000's</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>
Revenue	\$13,714	\$14,748	\$15,944
Expense	<u>57,142</u>	<u>60,266</u>	<u>63,560</u>
Deficit	\$43,428	\$45,518	\$47,616
Recovery Rate	24.00%	24.47%	25.08%

PROPOSED 1985-1987 SUBURBAN BUS PROGRAM  
AS PRESENTED BY THE SUBURBAN BUS BOARD\*

<u>000's</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>
Revenue	\$17,543	\$18,563	\$19,195
Expense	<u>65,695</u>	<u>71,063</u>	<u>75,266</u>
Deficit	\$48,152	\$52,500	\$56,071
Recovery Rate	26.70%	26.12%	25.50%

\* - Without alternative expense reductions in 1986, 1987

## Revenue Variance

The Proposed 1985-1987 Program presented by the Suburban Bus Board shows a substantial increase in revenues. The majority of which are projected to come from increased ridership. Ridership is up 16% in the first six months of 1984 versus the same period in 1983. The remaining revenue increase is the result of service expansion in 1985. Paratransit and Fixed Route Service expansion is expected to gain nearly \$1 million in revenues in 1985. A summary of these variances is shown below.

<u>000's</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>
RTA 5 Year Plan	\$13,714	\$14,748	\$15,944
Suburban Bus Program	<u>\$17,543</u>	<u>\$18,563</u>	<u>\$19,195</u>
Net Difference	<u>3,829</u>	<u>3,815</u>	<u>3,251</u>
Add Back Fare Increases Included in RTA Plan	<u>517</u>	<u>1,155</u>	<u>1,943</u>
Total Variance	\$ 4,346	\$ 4,970	\$ 5,194
Subtract: Revenue from Service Expansion	981	1,460	1,530
Subtract: Paratransit Revenues not included in RTA 5 Year Plan*	<u>1,528</u>	<u>1,619</u>	<u>1,716</u>
Net Increase	\$ 1,837	\$ 1,891	\$ 1,948

The net increase in revenues is due to ridership growth. The RTA plan had expected 3% annual ridership growth, while actual growth in 1985 reached 16%. The net increase in revenue is approximately 13% the variance between the projections.

\*Estimate based on Bus Division forecast; RTA 5 Year Plan did not include Paratransit revenue but included the net deficit from Paratransit Operations.

## Expense Variance

The Proposed 1985-1987 Financial Plan also identifies a substantial increase in total operating expense as compared to the RTA 5 Year Plan. These increases are identified on the following table.

<u>000's</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>
RTA 5 Year Plan	\$57,142	\$60,266	\$63,560
Suburban Bus Program	65,695	71,063	75,266
Net Difference	\$ 8,553	\$10,797	\$11,706
Subtract: Paratransit Revenue From Bus Plan*	1,528	1,619	1,716
1) Subtract: 1985 Service Expansion Program	2,983	4,882	5,175
1) Subtract: Additional Cost of SBD Administration**	2,946	2,932	3,167
1) Subtract: Cost of Marketing Program and Centralized Engine Rebuilding Program	1,000	1,060	1,124
<u>Net Expense Variance</u>	<u>\$ 96</u>	<u>\$ 304</u>	<u>\$ 524</u>

The net expense variance is primarily due to a higher inflation rate (6%) used in 1985-1987 forecasts, as opposed to the 5% inflation rate assumed in the RTA 5 Year Plan.

1) Not included in RTA 5 Year Program.

\* This will return total Paratransit expense to a net deficit amount similar to the RTA 5 Year Plan appropriation.

\*\* Administrative cost over and above minimal amount provided in RTA 5 Year Plan.

## Demographic Trends Affecting SBD Region

The six county (Cook, DuPage, Kane, Lake, McHenry, Will) Suburban Bus Division service area, like the majority of large urbanized U.S. metropolitan areas is experiencing an urban to suburban population shift. This trend began during the 1960s, escalated in the 1970s and continues today.

A more detailed look at the population change within the SBD region for the period 1970-1980 and 1980-1982 illustrates the significance of this movement. All five suburban counties, as well as the northwestern and southern sections of Cook County, experienced a decade of noticeable growth from 1970-1980. (Exhibit 1) Northern and western suburban Cook County were the only two segments of the SBD service area which lost population during the same period. (Exhibit 2)

DuPage County showed the largest gain in population, an increase of approximately 170,000 persons between 1970-1980 Exhibit 1. This trend continued from 1980-1982 with an additional 12,000 persons residing in DuPage County. (Exhibit 3)

Significant growth took place in suburban Cook County as well. In particular, northwestern Cook County and to a lesser degree southern Cook County grew at an annual rate of approximately 11,500 and 3,700 persons for the periods 1970-1980 and 1980-1982. (Exhibits 2, 3)

Kane County grew most slowly. Between 1970 and 1980 total population growth in Kane County was approximately 27,500 persons. Exhibit 1. Kane and Will counties lost an estimated 30 and 110 persons respectively in 1980-1982. (Exhibit 3)

The data indicates an obvious pattern of growth on the fringe of Cook County. This includes northwestern and southwestern Cook, eastern DuPage, and northeastern Will counties. (Exhibits 4, 5)

This trend appears to be continuing and the pace may be somewhat faster due to the improved economy.

A large portion of this new suburban population continues to work in the Chicago central business district. However, a growing number of persons now both live and work in the suburbs. Areas such as Schaumburg, Oak Brook, Naperville and the East-West Tollway continue to attract major employers. The task of the Suburban Bus Division is to provide fixed route bus and para-transit service which will meet the needs of this growing suburban population and work force.

A major concern will be to continue providing feeder service to local commuter rail stations from existing as well as new population areas. In addition, a more detailed look at express bus service to Chicago's Loop will be investigated. Furthermore, a growing emphasis will be placed on improving existing inter and intra suburban routes and the implementation of similar new services.

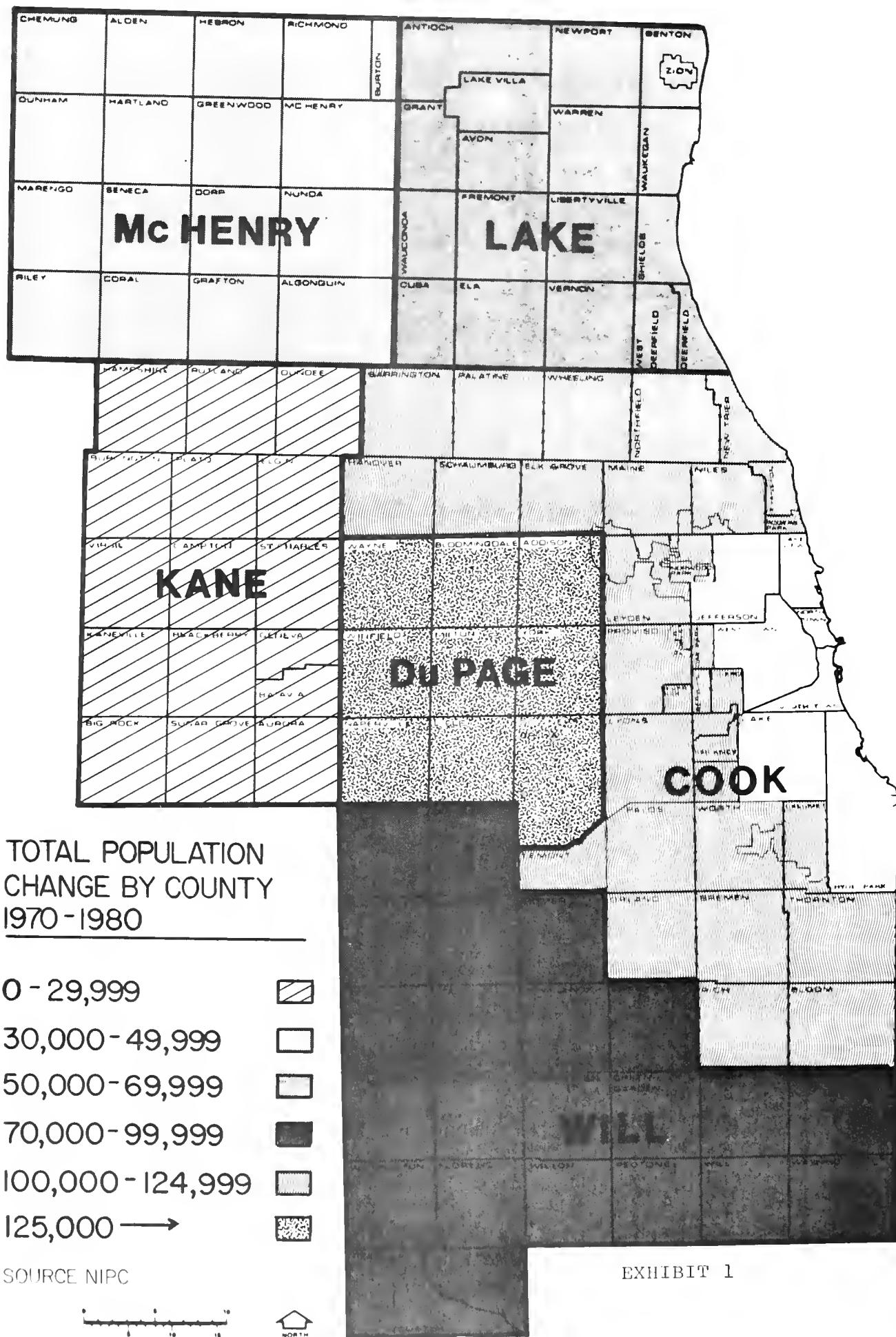
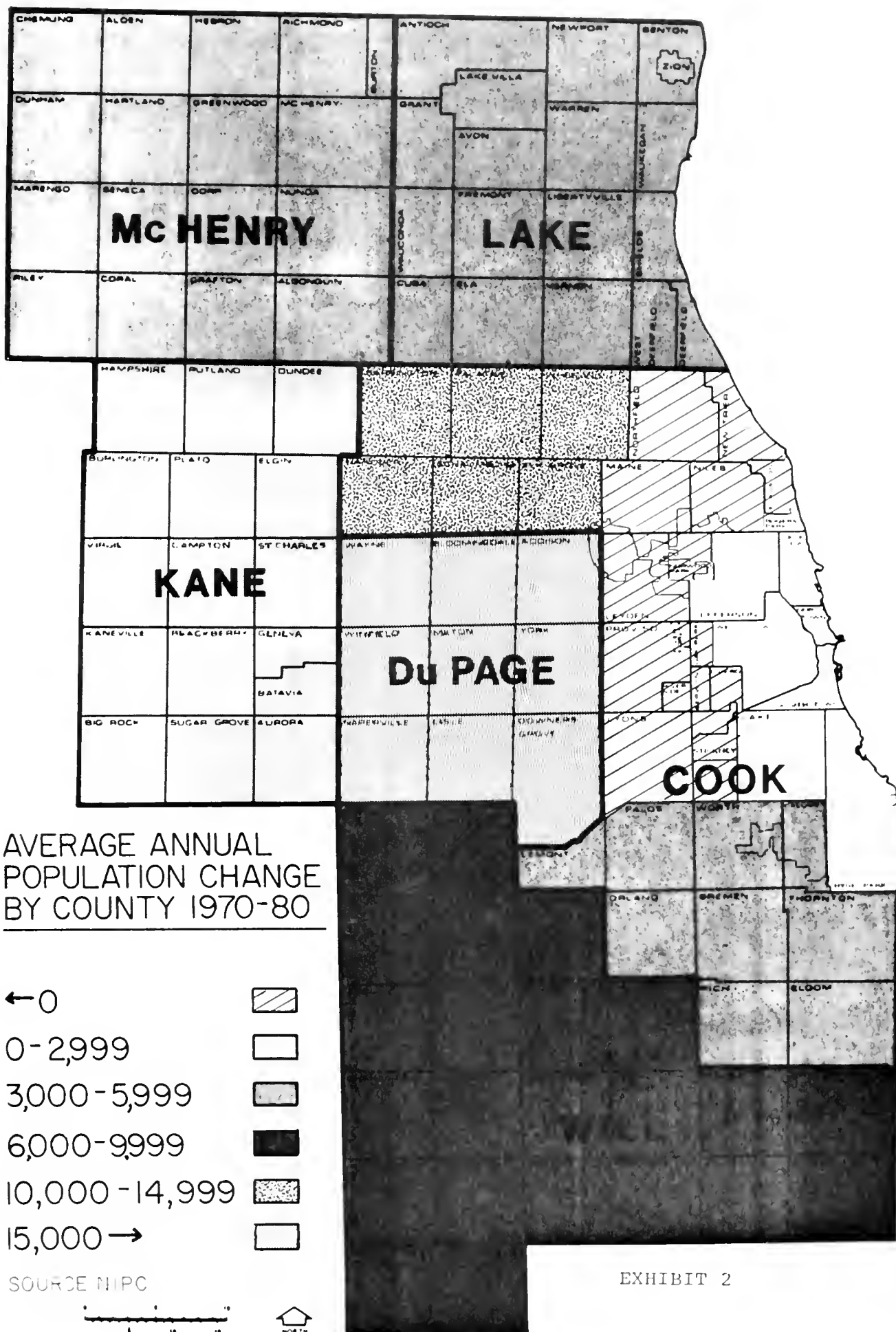
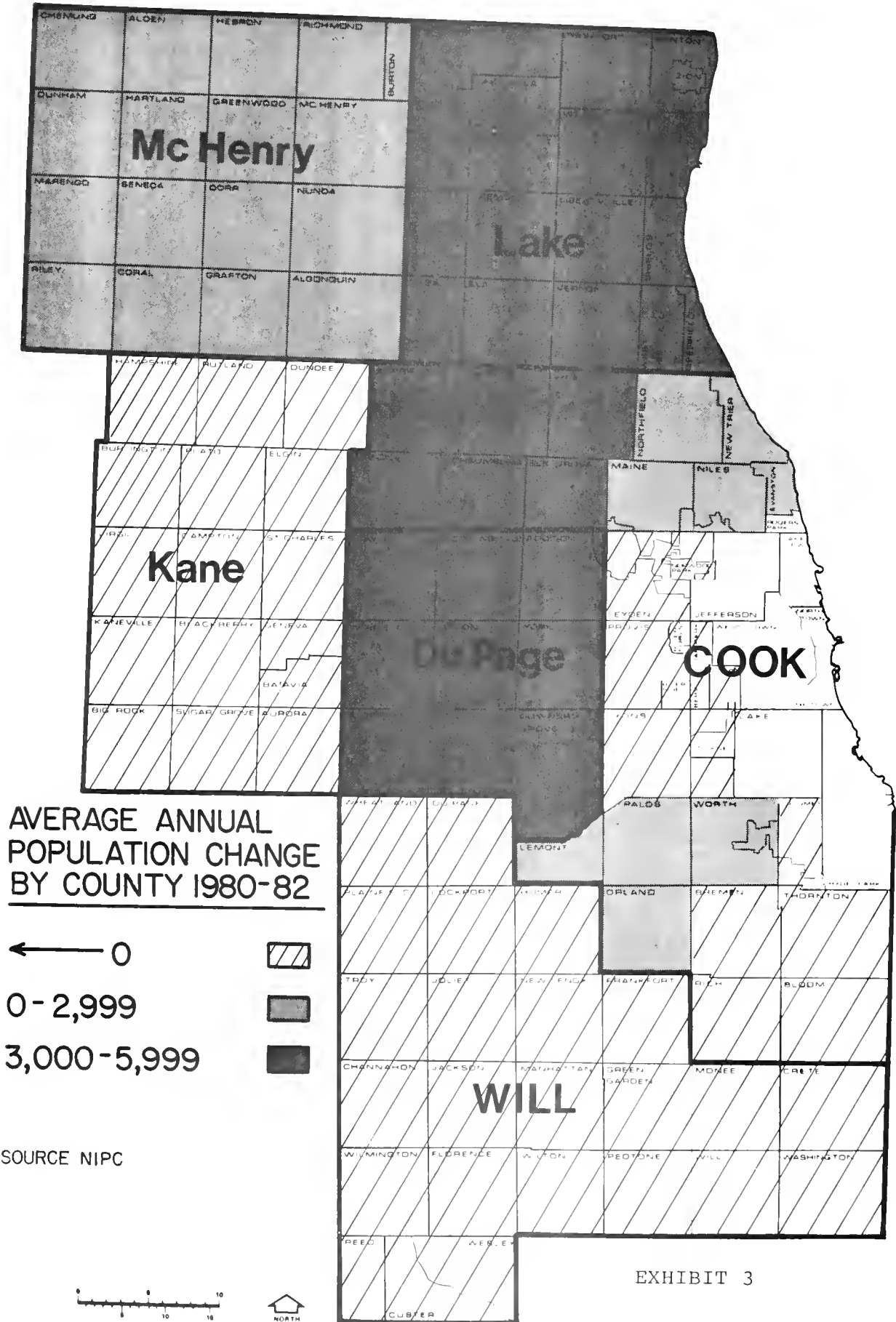
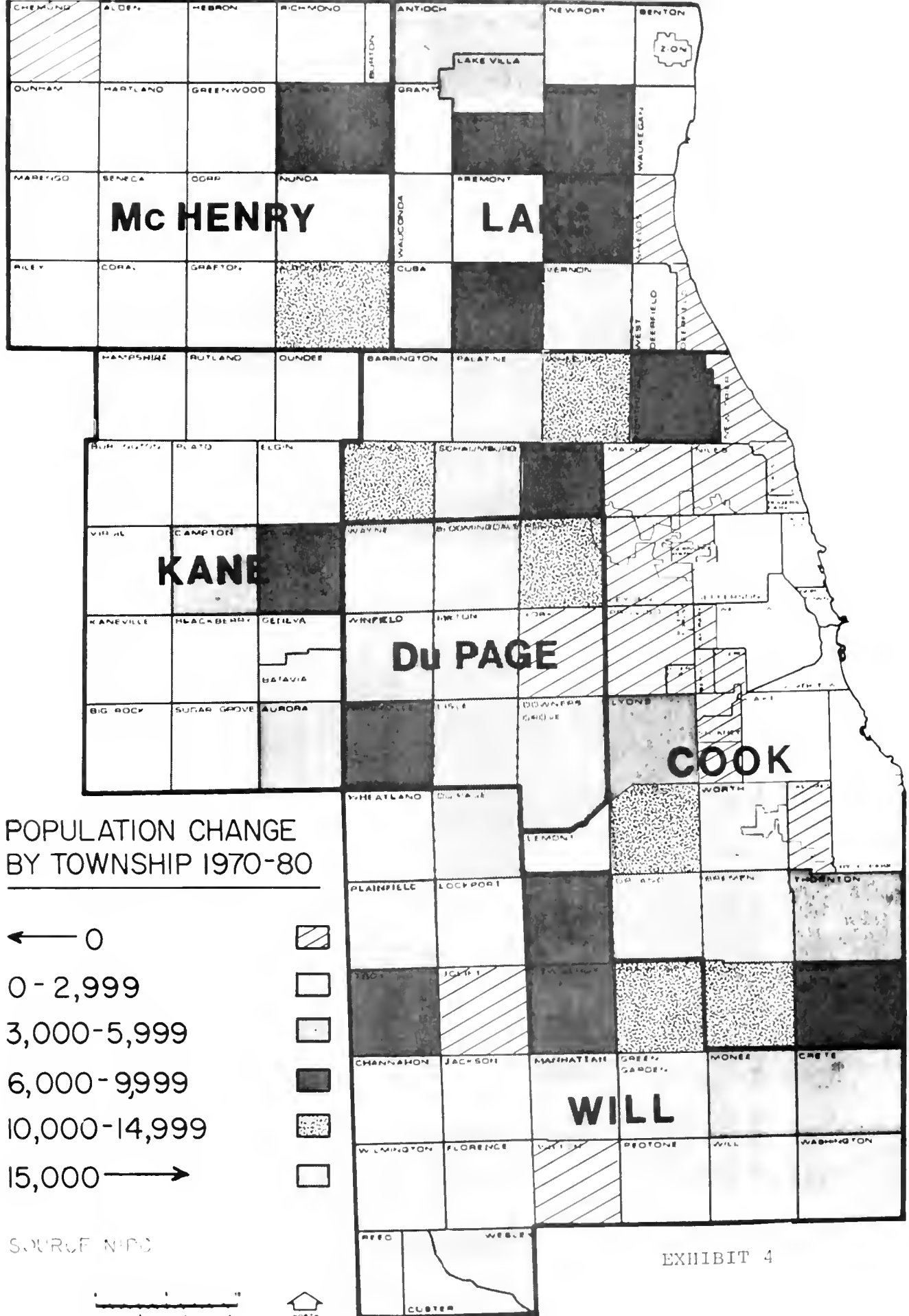


EXHIBIT 1







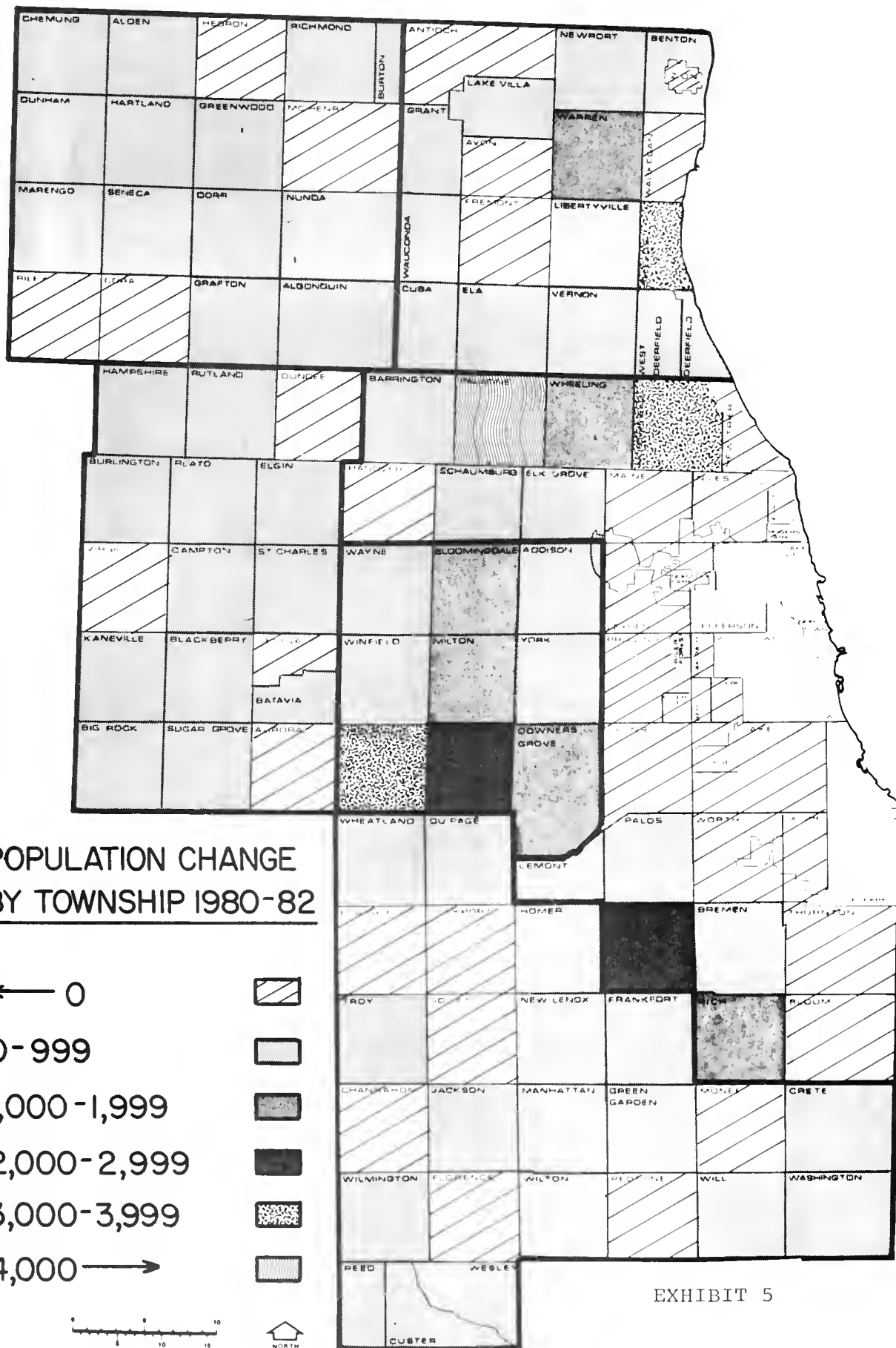
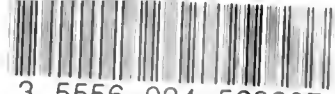


EXHIBIT 5







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**The HF Group**

Indiana Plant

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11/26/2007

